

10-12-1995

Meeting Notes 1995-10-12

Joint Policy Advisory Committee on Transportation

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**METRO**

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: OCTOBER 12, 1995

Day: THURSDAY

Time: 7:15 a.m.

Place: METRO, CONFERENCE ROOM 370

- *1. MEETING REPORT OF SEPTEMBER 14, 1995 - APPROVAL REQUESTED.
- 2. STATUS REPORT ON URBAN ARTERIAL FUND - INFORMATIONAL - Andy Cotugno.
- *3. RESOLUTION NO. 95-2219 - ENDORSING THE ODOT/DLCD FUNDING RECOMMENDATIONS FOR THE TRANSPORTATION AND GROWTH MANAGEMENT (TGM) GRANT PROGRAM - APPROVAL REQUESTED - Mike Hoglund.
- #4. REGION 2040 EARLY IMPLEMENTATION - INFORMATIONAL - John Fregonese.
- *5. AMENDING THE FY 95-96 UNIFIED WORK PROGRAM TO INCLUDE A FRAMEWORK PLAN FOR REGIONAL CENTERS AND STATION COMMUNITIES - APPROVAL REQUESTED - Andy Cotugno.

* Material enclosed.

Available at meeting

MEETING REPORT

DATE OF MEETING: September 14, 1995

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Rod Monroe, Don Morissette and Susan McLain, Metro Council; Linda Peters (alt.), Washington County; Les White (alt.), C-TRAN; Dean Lookingbill (alt.), Southwest Washington RTC; Craig Lomnicki, Cities of Clackamas County; Claudiette LaVert, Cities of Multnomah County; Rob Drake, Cities of Washington County; Dan Saltzman (alt.), Multnomah County; Mary Legry (alt.), WSDOT; Greg Green (alt.), DEQ; and Bob Post (alt.), Tri-Met; and Ed Lindquist, Clackamas County; and Dave Lohman (alt.), Port of Portland

Guests: Ken Sandblast, Citizen; Doug Bollam, Citizen; Kate Deane, Steve Dotterrer and Meeky Blizzard, City of Portland; Rod Sandoz, Clackamas County, Maureen Murphy, Citizen; Kathy Busse, Multnomah County; Bill Brandon, City of Happy Valley; Bob Bothman, MCCI; Pat Collmeyer, Office of Neil Goldschmidt; G.B. Arrington, Tri-Met; and Rick Kuehn, CH2M Hill

Staff: Mike Burton, Executive Officer; Andrew Cotugno, Carol Kelsey, Terry Whisler and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe.

MEETING REPORT

Mayor Drake moved, seconded by Commissioner Lindquist, to approve the August 17, 1995 JPACT meeting report as written. The motion PASSED unanimously.

RESOLUTION NO. 95-2196 - ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE FY 96 TRANSPORTATION IMPROVEMENT PROGRAM AND 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that this resolution concludes the air quality conformity determination with respect to recent actions approving adoption of the interim RTP update and TIP update with the \$27 million allocation. Both documents conform to federal air quality requirements which involved estimating vehicle

emissions with and without those plans. Andy assured the Committee that the Portland metro area will be in compliance with air quality standards.

Greg Green thanked Metro staff for responding to DEQ comments.

Action Taken: Commissioner Lindquist moved, seconded by Councilor McLain, to recommend approval of Resolution No. 95-2196, adopting the Portland area air quality conformity determination for the FY 96 Transportation Improvement Program and 1995 interim federal Regional Transportation Plan. The motion PASSED unanimously.

RESOLUTION NO. 95-2195 - ENDORSING THE OREGON DEPARTMENT OF TRANSPORTATION U.S. 30 INTERIM CORRIDOR STRATEGY

Andy Cotugno explained that this resolution would endorse ODOT's effort to develop a strategy document for the Highway 30 to Astoria corridor. Fred Eberle, ODOT's Project Manager, informed the Committee that this represents a strategy for high level policy goals and objectives for the Highway 30 to Astoria corridor but is only one of 30 corridors being studied by ODOT, five of which are in Region I. It includes the U.S. 26 to Mt. Hood, U.S. 26 west to the coast, 99 west to the coast and Highway 35 corridors.

ODOT's efforts are focusing on what the U.S. 30/Astoria corridor should look like over a 20-year period for all modes in keeping with the Phase II RTP update. It is hoped this will develop an interim strategy that will provide information and guidance for system planning for all the cities and counties throughout the corridor in conjunction with the RTP update. It is hoped the TIP will also follow this strategy.

Action Taken: Commissioner Lindquist moved, seconded by Councilor McLain, to recommend approval of Resolution No. 95-2195, endorsing ODOT's U.S. 30 Interim Corridor Strategy. The motion PASSED unanimously.

RESOLUTION NO. 95-2213 - AMENDING THE FY 1995-96 UNIFIED WORK PROGRAM TO INCLUDE A TRI-MET-SPONSORED TRANSIT FINANCE TASK FORCE

This resolution would amend the FY 95-96 Unified Work Program (UWP) to authorize Tri-Met use of funds allocated in the \$27 million Region 2040 implementation fund for a blue ribbon Transit Finance Task Force. An amendment to the UWP is required for authorization of the funds.

Action Taken: Commissioner Lindquist moved, seconded by Councilor McLain, to recommend approval of Resolution No. 95-2213, amending the FY 1995-96 Unified Work Program to include a

Tri-Met-sponsored Transit Finance Task Force. The motion PASSED unanimously.

OREGON'S INTERMODAL MANAGEMENT SYSTEM

Dave Lohman cautioned Committee members about making transportation decisions without considering the consequences on freight movement. He felt more detailed understanding was needed relating to freight needs and its impact on the economy. ISTEA required six management systems, one of which is the Intermodal Management System (IMS). Metro, ODOT and the Port have been working together to develop elements of an IMS that will provide a description of intermodal connections and standards for operation that relate to all intermodal connections.

Rick Kuehn, CH2M Hill, briefed the Committee on the findings of interviews held with stakeholders and shippers. Interviews were conducted with the bus lines, Amtrak, Greyhound, bus station operators, and air line facilities. CH2M Hill, working in consultation with BRW, VZM, Intergraph, Jean Lawton, Gene Leverton & Associates, and ADA, reported that the interview results represent a catalog of problems, one of which was identified at the Port's Terminal 6. Rick cited the need for trucks to be able to get in and out of Terminal 6 more efficiently and is a problem they hope will be addressed by the Committee.

Rick reported that a database is being established on IMS facilities. He indicated that 80 stakeholder interviews were held, 50 percent of which were in Portland. He noted that performance measures will be developed as they address passenger and freight issues of the IMS. In the rest of the state, only the IMS is being addressed. The consultants are also looking at the freight element of the RTP in the Portland area, the main connections that affect freight generator corridors.

There is a statewide advisory committee that will oversee intermodal issues.

Relating to freight, interviews were conducted with operators of rail yard and container facilities, bulk facilities, auto loading facilities, freight handling companies, truck lines/barge lines/air cargo, and large freight generators.

The Port of Portland has also conducted a shippers' survey and has talked to 34 other stakeholders which included manufacturers, freight forwarders, drayage haulers, distributors, warehousers, carriers and integrated carriers. From all those interviews, it was found that the factors that really affect mobility performance relate to time savings, reliability, safety, cost and connectivity.

Findings have identified needs relating to operating deficiencies, policy and operational problems, and capital investment being provided entities for infrastructure. Rick spoke of congestion being a major problem in the Portland area, noting that 25 of the projects on the IMS in the Portland area relate to RTP elements that don't exist in other cities.

Relating to passenger needs, Rick spoke of seamless transfers; the need for closer location of rail/bus terminals; the need for some integration of ticketing/baggage services; connectivity between air, rail and bus services; and facilities that promote intermodal mass transit at PDX.

Some of the findings on freight revealed that barge usage is low-cost and reliable; ocean freight is low-cost and reliable; and there's a problem with reliability of railroad facilities. Road congestion constitutes a major problem and affects production which is measured in turns/day. It also affects the cost of shipping. Rick pointed out that the facilities in the Portland area affect operations all around the state.

Communication between the Port, the railroad and Terminal 6 is a problem in terms of hours of operation, time of use of facility, and operation and methods being used within the facility.

The question was raised whether any regulatory or financial fees were addressed during this study. The response indicated it was not an issue discussed but will be addressed in another phase of the analysis. Mary Legry commented on truckers leaving I-84 on SR-14 to the Oregon side to avoid the fees.

Susie Lahsene noted that performance measures will be discussed at the October 12 JPACT meeting.

ENDORISING RUGGO AMENDMENTS FOR ADOPTION OF REGION 2040 GROWTH CONCEPT

Andy Cotugno, Metro's Transportation Director, highlighted the components of the proposed amendments to RUGGO and the Region 2040 Concept Map. Included in the packet were the Executive Officer's recommendation to the Metro Council, the proposed transportation-oriented revisions to the Growth Concept Map, the proposed growth management-oriented revisions to the Growth Concept Map, additional RUGGO and 2040 map amendments recommended by TPAC, proposed 2040 map amendments recommended by MTAC, engrossed RUGGO amendments, and a revised 2040 Growth Concept Map.

Action by JPACT would constitute a recommendation for approval of RUGGOs and the Growth Concept Map. Andy noted implications relating to HB 2709 and its relationship to the Urban Growth Boundary.

The engrossed copy of the RUGGOs has been the main focus of MPAC. Andy Cotugno reviewed some of the transportation elements of that document. He cited the importance of the transportation/land use connection, noting that transportation needs to follow the land use plan and the demands it creates but that it is also important for the transportation system to function successfully if we hope to have successful implementation of the land use plan. Andy also noted that transportation leads land use as well. He cited the need to implement transportation investments that produce the land use efforts you hope to accomplish. He asked Committee members to recognize that transportation investments will lead land use and stressed the importance of good communication between MPAC and JPACT.

John Fregonese, Metro's Growth Management Director, reported that MPAC had concluded its work on the RUGGOs and Growth Concept Map at its September 13 meeting. He noted that they have addressed 129 changes on the map and 80 specific revisions to RUGGO. John noted that MPAC has worked thoroughly and laboriously through the RUGGOs and that it has been a consensus-building process. They adopted both the Growth Concept Map and RUGGOs unanimously and wish to forward them to Metro Council. MPAC is now working on a list of measures toward implementing Region 2040, and they are pushing for early 2040 implementation. To increase that sense of urgency, MPAC wanted to have a list of measures forwarded for Metro Council's consideration for their next meeting. These measures will deal with increasing densities and decreasing the size of the Urban Growth Boundary.

John asked that TPAC/JPACT work with MPAC by developing a list of transportation measures that need to be implemented and ways in which they could be implemented more rapidly. Metro's Land Use Committee will hold its final hearing on October 19 which will be followed by Metro Council consideration on November 16.

Commissioner Peters commented that there may be a number of things on the list that we already have in place that we may want to bring forward right away, citing the issue of buildable land. She noted that MPAC wants JPACT involved in coming up with measures that they can agree to on the transportation side.

Chair Monroe felt this is timely in terms of the arterial and bridge funding measure. This decision will be formulated early enough for a May vote so that all projects are in conformity with 2040.

Mike Burton addressed the "next steps" in the implementation process for Region 2040. He commented on the unprecedented population growth we are experiencing in this region, noting that little growth was experienced in the 1980's with an Urban Growth Boundary of approximately 234,000 acres. He cited the need to

redevelop and redefine to ensure a 20-year supply of buildable land and noted a strong sense of commitment toward that end from the local jurisdictions.

Mike spoke of factors affecting that population growth and his recommendation for a maximum UGB expansion of 4,000-9,000 acres over a 20-year period. He asked Committee members to read his September 7, 1995 memo relating to the transportation/land use linkage and to give consideration to freight issues that impact our economy.

It was noted that Governor Kitzhaber has asked the Oregon Transportation Commission to consider itself a growth management agency and to ensure that the projects in their six-year plan are not only consistent with comprehensive plans but are in line with growth management objectives. In that regard, they have been asked to work for an integrated growth strategy with the Department of Land Conservation and Development (DLCD). Metro must adhere to 2040 as a government agency and include use of dollars for transportation needs.

Mike also spoke on the Arterial Program and its compatibility to Region 2040. If we are to raise dollars for road needs, he cited the need to address its impacts on 2040. He stressed emphasis on the implementation procedures, to keep in mind our goals and values in terms of change, and to make decisions measured in terms of those issues.

Mayor Drake felt that more emphasis should be placed on 2040 improvements. He noted that, at the September 11 Washington County Coordinating Committee meeting, a discussion took place on what is needed to open up downtown Beaverton. Discussion there centered on the need to support jump-start projects that meet the 2040 Growth Concept criteria.

Mayor Drake noted grid and infrastructure problems in Clackamas and Washington Counties. If 2040 is to work and the concept is to be embraced, he felt that the Regional Arterial funding proposal should be a vehicle to accommodate TOD-type projects and those road infrastructure projects that enhance the 2040 Growth Concept. Mayor Drake felt it would increase the likelihood of successful passage of the ballot measure. He indicated he was not giving up on roads but cited the need to do something different if we are going to access high density areas. He pointed out that people are buying higher density housing, are moving into something smaller, and the market is there. Mayor Drake felt we need to provide an incentive to get this development going.

Mayor Drake cited the public's support of regional greenspaces and rail and hoped they would be supportive of projects in

support of the 2040 concept as well. He suggested targeting the \$300 million for roads but going beyond that for 2040 jump-start projects.

Mike Burton felt that JPACT is headed in the right direction on the Arterial Program. He cited the need for a balance that would encompass upgrading the existing road infrastructure as well as jump-start projects in support of the 2040 Growth Concept. He felt the program could meet both objectives. He noted that freight access and moving people by auto are still important considerations. Mike wanted to remind everyone of the benefits of working together in a united effort. He asked that they keep the 2040 Concept in mind in formulating their jurisdictional lists and hoped the process would be endorsed.

A discussion followed on the "A" and "B" lists and it was felt the "B" list would be representative of 2040 jump-start projects. Further discussion revealed that each jurisdiction will be compiling an A/B list but ultimately a decision and recommendation will be reached at the JPACT meeting.

Mayor Drake commented that this proposal had been reviewed and embraced by the Beaverton Chamber of Commerce as a message to be relayed to other jurisdictions. He felt that, as a rule, Chambers of Commerce, are progressive, and Beaverton's was supportive of the 2040 Growth Concept and the idea of reinforcing development in downtown Beaverton. Councilor McLain, who also attended the Washington County Coordinating Committee meeting, pointed out that the Metro Council is receptive to the kinds of concepts embracing 2040. She felt it carries through the education process of land use/transportation and gives priority to the types of projects we want for the 2040 Growth Concept. A discussion followed on what should be regarded the top priorities that concern roads and the 2040 concepts.

Councilor Morissette noted that each jurisdiction is creating a list based on needs and how they want those funds spent. He asked whether this would preclude another jurisdiction from going in another direction. Mayor Drake responded that each jurisdiction would have to determine its needs as he acknowledged that there are some areas that are very road poor or need to be enhanced. He cited the need to put in some infrastructure in Beaverton if they hope to open the corridor and make it workable. He felt it's easy to push the road concept but he wanted some structure to do both in the county. Mayor Drake felt the voters want the land left open, as evidenced by their support of the greenspace measure, and want denser development. He suggested an "A" list for roads and a "B" list for 2040 with prioritization within. He cited the importance of making the right case in order to gain public support. This concept would help us preserve what we have. It would preserve existing neighborhoods but allow redevelopment along corridors.

Commissioner Peters asked how to proceed to consider a change in criteria so that the "B" list is predominantly redevelopment jump-starts.

Mike Burton reported that lists are being developed and debated in the jurisdictions. In order to give emphasis to 2040, the jurisdictions must enlist public comment. Andy Cotugno noted that we have until the end of November for an outreach process in order to gain feedback in terms of advocacy for the ballot measure. If jurisdictions aren't thinking about 2040, we need to identify those jurisdictions.

Councilor LaVert reported that the East Multnomah County cities have already put together their A/B lists based on the 2040 Growth Concept.

Councilor Morissette expressed Clackamas County's intent to fix the Highway 217/I-5 interchange, noting that they are looking for resources for that \$38 million interchange and willing to work with others toward that end.

Dave Lohman referenced page 37 of the RUGGO draft, line 1197, 19.1. System Priorities, in that he felt "industrial areas" should be added among system priorities in addition to city centers and regional centers. The Committee concurred.

Mayor Lomnicki raised a question regarding the role of cities and the governance issue within the Metro boundary. He cited the need for clear recognition of counties outside the urban area. It dealt with the provision of services and withdrawal from urban services within special districts. A discussion followed on how the county should provide the infrastructure for urbanization in establishing Urban Reserves and how those services should be paid for. The county needs to protect the rural reserves and to work with others to provide for ultimate urbanization for those who come into the urban areas. Mayor Lomnicki asked whether there is a philosophy within RUGGOs and within the UGB that all areas should eventually be incorporated.

John Fregonese responded that the role of the Boundary Commission is not discussed. He felt that the Boundary Commission should be the vehicle for that. The role of governance hasn't been thoroughly discussed. In the Metro Charter, the Metro Council was directed to examine the Boundary Commission question. Commissioner Peters indicated that the Boundary Commission Work Group, a subcommittee of MPAC, is working on questions relating to the role and function of the Boundary Commission. The next two meetings, scheduled for 4:00 p.m. at Metro on October 2 and October 9, will involve hearings. Commissioner Peters encouraged jurisdictional attendance and involvement from the tri-county area and asked that their concerns and issues be addressed at

those hearings. Issues relating to a structure of authority, funding, role and functionality in providing an adequate level of urban services will be addressed. The result of those hearings will be utilized in updating RUGGOs and related legislation.

Doug Bollam, a citizen of Clackamas County, reported that Clackamas County comprises 50 percent of the Urban Reserves. He expressed concern about the Damascus area falling through the cracks and wanted it dovetailed into the process.

Action Taken: Commissioner Lindquist moved, seconded by Councilor McLain, to recommend approval of the RUGGO amendments and the Growth Concept Map as laid out and to add "industrial areas" to the list of system priorities identified on Line 1197, Page 37 of RUGGOs, under Section 19.1.

In discussion on the motion, Mayor Lomnicki spoke of proposed changes to Growth Management amendments 1, 2 and 4 of Attachment C; TPAC amendment 128 of Attachment D; and MTAC amendments 118-119. After further discussion, he requested deferring those amendments and would submit them in writing for consideration at the October 12 JPACT meeting.

Councilor Morissette felt the process is still underway with the Land Use Committee and felt he couldn't support the RUGGOs and Growth Concept Map as submitted.

The motion PASSED. Councilor Morissette dissented. Mayor Lomnicki's proposed amendments relating to Clackamas County were tabled until the October 12 JPACT meeting.

ANNOUNCEMENT

Meeky Blizzard of Commissioner Blumenauer's office reminded everyone about the upcoming Rail-Volution conference beginning Saturday, September 16, through Monday, September 25, and encouraged their participation. She felt it would prove to be an exciting event and noted that registration could be arranged for partial attendance.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

**REGIONAL ARTERIAL PROGRAM
PROJECT SCHEDULE (Rev. 10/9/95)**

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MAY 1996 ELECTION

<u>Timing</u>	<u>Task</u>
July 21, 1995	Notice to Proceed
July 28	Brief TPAC
July/Early/August	Finalize Work Plan and Schedule Preliminary Research Establish Program Goals and Objectives, Project Criteria Establish Standards for Project Information Financial Analysis Begins: Initial Revenue Options Initial Stakeholder Contacts Design Public Attitude Survey
August	Public Attitude Surveys
August 14	Brief JPACT Finance Committee
August 17	Brief JPACT; Authorize Project Solicitation
August 18	Solicit Projects
August/September	Work with Local Jurisdictions to Develop Project Submittals
Late August	Report on Results of Public Attitude Survey Report on Results of Stakeholder Interviews
September	Select Election Date
September 1	TPAC Update
September 7	JPACT Finance Committee
September 14	JPACT Update
September 18	Deadline for Project Submittals
September/October	Evaluate Projects Engineering/Cost Standardization Financial Plan Completed
September 29	TPAC Update
October 10	JPACT Finance Committee Update

**REGIONAL ARTERIAL PROGRAM
PROJECT SCHEDULE (Rev. 10/9/95)**

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October 12	JPACT Update
October/November	Focus Groups Stakeholder Contacts
November/December	Public Involvement
November 17	Staff Recommendations on Projects <i>/Package</i>
December 1	TPAC Review of Projects
December 4-15	Public Meetings to Review Projects
December 14	JPACT Review of Projects
December 21	Metro Council Review of Projects/Public Input
January 5	TPAC Reviews Program/Ballot Measure
January 9	Metro Council Transportation Planning Committee Reviews Program/Ballot Measure
January 11	Metro Council Hearing
January 18	JPACT Reviews Program/Ballot Measure
January 25	Metro Council Refers Ballot Measure
January-April	Ballot Measure Campaign
May 14, 1996	Election Day

**REGIONAL ARTERIAL FUND PROGRAM
LOCAL PROJECT NOMINATIONS: (PRIORITY A)
CITY OF PORTLAND**

Notes: Estimated costs are Portland's arterial fund request only and do not necessarily reflect total project costs.

*** Indicates joint request by the City of Portland and the Port of Portland.

Project Number	Project Name	Estimated Costs (1995\$)
PD001-2	Bike and Pedestrian Access to Willamette River Bridges	\$2,553,000
PD002-1*	11th Ave: Columbia/Lombard Connector, NE	\$2,643,485
PD003-1	40s Bikeway, NE/SE: NE Columbia to SE Crystal Springs	\$200,000
PD004-1	42nd: Killingsworth to Lombard, NE - TCP	\$510,000
PD005-1	45th: Woodstock to Harney, SE - TCP	\$600,000
PD006-1*	47th/Cornfoot (Portland Air Freight Access Improvements), NE	\$1,000,000
PD007-1	50s Bikeway NE/SE: NE Sandy to SE Harney	\$150,000
PD008-1	70s Bikeway NE/SE: Lombard to Springwater Corridor	\$450,000
PD009-1	92nd: Division - Powell, SE - TCP	\$1,255,000
PD010-1	92nd: Powell - Holgate, SE - TCP	\$1,110,000
PD011-1	102nd/Cherry Blossom, NE/SE	\$250,000
PD012-1*	Alderwood Street Extension, NE	\$2,100,000
PD013-1	Bertha Boulevard/Bikeway Corridor: Vermont to Capitol Hwy.	\$400,000
PD014-1	Broadway Weldler Corridor: I-5 to 28th, NE	\$7,000,000
PD015-1	Burnside Bike Lanes, 28th to 74th Ave, NE/SE	\$250,000
PD016-1	Burnside Redevelopment, West. Park to 23rd, NW/SW	\$7,373,000
PD017-1	Capitol Hwy.: Bertha Blvd - Barbur Blvd., Phase I, SW	\$3,200,000
PD018-1/3	Central Eastside/I-5 Southbound Access, SE	\$5,000,000
PD019-1	Cully: Prescott to Lombard, NE	\$1,800,000
PD020-1	Division Redevelopment: 6th to 40th, SE	\$8,225,242
PD021-1/3	Expand Citywide Signal System Phase I	\$1,202,000

**REGIONAL ARTERIAL FUND PROGRAM
LOCAL PROJECT NOMINATIONS: (PRIORITY A)
CITY OF PORTLAND**

Notes: Estimated costs are Portland's arterial fund request only and do not necessarily reflect total project costs.

*** Indicates joint request by the City of Portland and the Port of Portland.

Project Number	Project Name	Estimated Costs (1995\$)
PD022-1	Foster: @ 162nd Intersection, SE	\$2,200,000
PD023-1	Foster: @ Barbara Welch Intersection, SE	\$1,700,000
PD024-1	Foster: @ Jenne, SE	\$2,300,000
PD025-1	Greely/Interstate Bikeway, N	\$1,100,000
PD026-1	Hawthorne: 32nd-39th, SE	\$2,070,000
PD027-1	Hillsdale Town Center, SW	\$1,200,000
PD028-1	Holgate Bikeway: SE 42nd to SE 136th	\$100,000
PD029-1/3	Priority	\$900,000
PD030-1/3	ITS - Congestion Mgmt Monitoring and Surveillance	\$500,000
PD031-1	Lents Pedestrian & Bicycle Enhancement Project	\$1,000,000
PD032-1*	Lombard: Rivergate Blvd. to Ramsey Blvd., N	\$600,000
PD033-1*	Lombard: St. Johns - Columbia, N	\$1,000,000
PD034-1	Lovejoy Ramp Removal & Reconstruction Project	\$11,900,000
PD035-1	Lower Albina Overcrossing and Network, N	\$1,500,000
PD036-1*	Marine Drive: Columbia Slough Bridge to 2.7 mile east, N	\$2,000,000
PD037-1	Martin Luther King Jr. Blvd. Streetscape, NE	\$1,000,000
PD038-1	McLoughlin Neighborhoods, SE	\$1,000,000
PD039-1*	South Rivergate RR Overpass: Lombard, Burgard, Columbia	\$1,000,000
PD040-1	Stark/Washington 4R: 82nd to 108th, SE	\$2,000,470
PD041-1	Tacoma Street: 28th-32nd, SE	\$623,000
PD042-1	Tillamook Bikeway: Flint to 92nd, N/NE	\$250,000

**REGIONAL ARTERIAL FUND PROGRAM
LOCAL PROJECT NOMINATIONS: (PRIORITY A)
CITY OF PORTLAND**

Notes: Estimated costs are Portland's arterial fund request only and do not necessarily reflect total project costs.

*** indicates joint request by the City of Portland and the Port of Portland.

Project Number	Project Name	Estimated Costs (1995\$)
PD043-1	Vancouver/Williams Bike Lanes: Broadway to MLK	\$100,000
PD044-1	Vermont: 30th to 45th, SW - TCP	\$1,185,000
PD045-1	Water Avenue Extension, SE	\$1,500,000
GRAND TOTAL "A" LIST		\$86,000,197

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS: (PRIORITY A)

Project Number	Project Name	Estimated Costs (1995 \$)
cc01	Johnson Creek blvd - 45th to 82nd	\$ 5,000,000
cc02	Johnson Creek blvd - 36th to 45th	\$ 1,500,000
cc03	Sunnside rd - 122nd to 152nd	\$ 10,000,000
cc04	122nd/129th - Sunnyside to King	\$ 2,600,000
cc05	Stafford rd intersections Borland, Childs, Rosemont	\$ 1,000,000
cc06	I-5/Hwy-217/Kruse Way interchange	\$ 3,000,000
cc07	Abernethy rd extension	\$ 1,330,000
cc08	Leland rd - Warner Milne to Meyers	\$ 800,000
cc09	Washington st bridge	\$ 1,340,000
cc10	A st - 3rd to state st	\$ 1,200,000
cc11	Kruse Way - I-5 to Boones Ferry	\$ 2,100,000
cc12	Boones Ferry - Madronna to Country Club rd	\$ 2,200,000
cc13	Kruse Way/Westlake intersection	\$ 120,000
cc14	Boeckmen rd extension - 95th to Tooze	\$ 2,170,000
cc15	Oatfield rd - Webster to 82nd	\$ 1,300,000
cc16	McLoughlin/Arlington intersection	\$ 500,000
cc17	Gloucester - Portland ave to Oatfield	\$ 650,000
cc18	Hwy-43 /Pimlico intersection	\$ 75,000
cc19	Hwy-43 - N. West Linn city limits to Marylhurst dr	\$ 290,000
cc20	Hwy-43/Marylhurst dr intersection	\$ 290,000 295,000
cc21	Hwy-43/Cedar Oak intersection	\$ 205,000
cc22	Willamette Falls Dr - 8th to Sunset	\$ 2,100,000
cc23	Rosemont/Parker/Day intersection	\$ 500,000
cc24	17th ave - McLoughlin to Milwaukie city limits(north)	\$ 620,000
cc25	Lake st - 21st to Milwaukie city limits	\$ 1,100,000
cc26	Oatfield rd/lake st intersection	\$ 200,000
cc27	Harrison st - McLoughlin to Hwy-224	\$ 2,700,000
cc28	Linwood ave - Harmony to Johnson Creek Blvd - bike lanes	\$ 870,000
cc29	Partlow - Central point to South End	\$ 510,000
TOTAL \$		\$ 46,175,000

46,180,000

CLACKAMAS COUNTY

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS: (PRIORITY A)

Project Number	Project Name	Estimated Costs (1995 \$)
MC001	Powell Valley Rd: Burnside Rd to Kane Rd (257th Ave) —	\$1,089,000
MC002	Railroad Overcrossing: 223rd Ave @ I-84	\$1,020,000
MC003	Railroad Bridge Overcrossing: 223rd Ave, 2,000' north of I-84	\$1,020,000
MC004	242nd Ave: Powell Blvd to Burnside Rd —	\$1,255,000
MC005	242nd Ave Connector: Glisan St to Halsey St —	\$1,000,000
MC006	Halsey St: 223rd Ave to 238th Ave —	\$1,870,000
MC007	Glisan St: 202nd Ave to 207th Ave —	\$1,607,000
MC008	Foster Rd: County Line to Portland City Limit —	\$2,000,000
MC009	Halsey St: 238th Ave to Historic Columbia River Highway —	\$2,500,000
MC012	Sandy Blvd: 181st Ave to 223rd Ave	\$3,000,000
MC014	Sandy Blvd Reconnection	\$3,500,000
MC015	Regner Road/Roberts Rd: Phase I —	\$1,000,000
MC016	Signal Optimization	\$1,230,000
MC017	Frontage Rd Congestion; City of Troutdale @ I-84 —	\$550,000
MC018	190th Ave/Pleasant View Dr: Powell Loop Rd to Highland Dr	\$395,000
MC019	1st St (Bull Run Rd): Burnside Rd to Kane Rd (257th Dr)	\$612,000
MC020	Wallula Ave: Division St to Stark St	\$1,315,000
MC021	5th St: Main St to Cleveland St	\$302,872
MC022	Hood Ave: Division St to Powell Blvd	\$1,074,300
TOTAL \$		\$ 26,340,172

MULTNOMAH COUNTY

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS (PRIORITY A)

REVISED 9/26/95

Project Number	Project Name	Estimated Costs (1995 \$)
WC-001-3	Tualatin-Sherwood Expressway	\$ 10,000,000
WC-002-1	I-5/Kruse/217 Study Area Improvements	\$ 5,000,000
WC-003-1	Hall Blvd Extension/Durham-Tualatin Rd	\$ 5,500,000
WC-004-2	Murray Blvd/Farmington-Terman	\$ 2,097,000
WC-005-2	216th/Baseline-Cornell	\$ 7,979,000
WC-006-2	209th/Kinnaman-219th	\$ 2,700,000
WC-007-1	72d/99W-Bonita	\$ 5,000,000
WC-008-3	Farmington/173d-185th	\$ 5,183,000
WC-009-2	185th/TV Hwy-Farmington	\$ 4,323,000
WC-010-1	Allen Blvd/Murray-Erickson	\$ 2,853,000
WC-011-3	Pacific Avenue Signals Project	* \$ 1,116,900
WC-012-3	TV Hwy/Yew St to Cornelius City Limits	\$ 3,000,000
WC-013-3	Hwy 99W/I-5 to Greenburg	\$ 18,600,000
WC-014-1	124th/Tualatin-Sherwood to Tualatin Rd	\$ 7,422,000
allst.xls	TOTAL \$	\$ 80,773,900

WASHINGTON COUNTY

**REGIONAL ARTERIAL FUND PROGRAM
LOCAL PROJECT NOMINATIONS: (PRIORITY B)
CITY OF PORTLAND**

Notes: Estimated costs are Portland's arterial fund request only and do not necessarily reflect total project costs.

*** indicates joint request by the City of Portland and the Port of Portland.

Project Number	Project Name	Estimated Costs (1995\$)
PD046-1	11th-13th Connection to Columbia, NE	\$6,000,000
PD047-1	20s Bikeway: NE Dekum to SE Bybee	\$150,000
PD048-1	39th Ave: SE Woodstock to NE Sandy, NE/SE	\$700,000
PD049-1	60th Avenue: NE Glisan to Belmont, NE/SE	\$270,000
PD050-1	92nd: Halsey to Rocky Butte, NE	\$250,000
PD051-1*	92nd: Lombard Columbia RR Crossing, N	\$4,000,000
PD052-1	102nd Ave: SE Washington to NE Weldler St., NE/SE	\$310,000
PD053-1	122nd Bike Lanes: Marine Drive to Market, Bush to Foster, NE/S	\$100,000
PD054-1	148th: Marine Dr. to Sandy, NE	\$3,450,000
PD055-1	158th: Marine Dr. to Sandy, NE	\$4,000,000
PD056-1	Alderwood Bike Lanes: NE Columbia to Alderwood Trail, NE	\$400,000
PD057-1	Barbur Boulevard: Terwilliger to Multnomah, SW	\$1,500,000
PD058-1	Belmont-King Ramp & Signals and Clay-King Intersection, SE	\$1,450,000
PD059-1	Cornell Road Bikeway, NW	\$300,000
PD060-1	Division Corridor Bikeway: SE 39th to SE 92nd	\$150,000
PD061-1	Everett St.: Park Ave to 16th, NW	\$175,000
PD062-1	Expand Citywide Signal System Phase 2	\$2,360,000
PD063-1	Fastlink Corridor Projects	\$3,751,000
PD064-1	Fremont: 102nd to 112th - TCP, NE	\$1,320,000
PD065-1	Fremont: 112th to 122nd - TCP, NE	\$550,000

**REGIONAL ARTERIAL FUND PROGRAM
LOCAL PROJECT NOMINATIONS: (PRIORITY B)
CITY OF PORTLAND**

Notes: Estimated costs are Portland's arterial fund request only and do not necessarily reflect total project costs.

*** Indicates joint request by the City of Portland and the Port of Portland.

Project Number	Project Name	Estimated Costs (1995\$)
PD066-1	Garden Home Signal at Multnomah, SW	\$875,000
PD067-1	Halsey Street Bike Lanes: Sandy to 148th St.	\$100,000
PD068-1/3	ITS - Driver Information Program	\$800,000
PD069-1/3	ITS - Traffic Signal Preservation	\$1,040,000
PD070-1	Main Street Redevelopment: 1st to Broadway, SW	\$873,186
PD071-1	Marine Drive: Truck Traps, NE	\$1,000,000
PD072-1	Marine Drive: 122nd Intersection, NE	\$1,500,000
PD073-1	MLK Blvd./Grand Avenue.: NE Broadway to SE Clay, NE/SE	\$1,225,000
PD074-1	North Macadam Infrastructure Development, SW	\$5,000,000
PD075-1	Northwest Portland Fastlink: Downtown to Montgomery	\$2,100,000
PD076-1	Portland Road Bike Lanes, N	\$1,400,000
PD077-1	Prescott: Cully to I-205 Trail, NE	\$150,000
PD078-1	Sandy: 39th-82nd, NE	\$2,415,000
PD079-1	Taylor's Ferry: Macadam to Terwilliger, SW	\$1,800,000
PD080-1	Vermont: 45th to Shattuck - TCP, SW	\$3,315,000
PD081-1	Vermont: Shattuck to Olson - TCP, SW	\$1,085,000
PD082-1	Willamette River Bridges Access	\$115,000
PD083-1	Woodstock Boulevard: 39th to 52nd, SE	\$1,340,000
	GRAND TOTAL "B" LIST	\$57,319,186

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS: (PRIORITY B)

Project Number	Project Name	Estimated Costs (1995 \$)
cc30	152nd ave - Sunnyside to Hwy-212	\$ 2,700,000
cc31	Beavercreek Rd - Hwy-213 to Molalla ave	\$ 4,000,000
cc32	Hwy-212 - Rock jct to Boring	\$ 3,500,000
cc33	Boeckmen Rd Ext (phase 2)- 95th to Tooze	\$ 1,450,000
cc34	McLoughlin blvd - through Milwaukie city center :	\$ 3,000,000
cc35	Linwood - Harmony to King	\$ 900,000
cc36	Arlington - Portland ave to McLoughlin	\$ 400,000
cc37	Abernethy lane - Portland ave to Glan Echo	\$ 450,000
cc38	Abernethy rd realignment	\$ 1,330,000
cc39	Meyers rd - Leland to Gaffney lane	\$ 720,000
cc40	Lower Boones Ferry - I-5 to Jean - bike lanes	\$ 1,510,000
cc41	Park place - structure across Clackamas river - 82nd	\$ 2,000,000
cc42	Carman dr - I-5 to Kruse Way	\$ 2,700,000
cc43	Boones Ferry - Madronna to Country Club (see priority A list)	\$ 800,000
cc44	82nd DR - Hwy-212 to Jennifer - bike lanes	\$ 150,000
cc45	Hwy-43 - S. West Linn city limit to McKillican	\$ 470,000
cc46	Hwy-43/McKillican intersection	\$ 560,000
cc47	Hwy-43 - McKillican to failing	\$ 490,000
cc48	Hwy-43 - Pimlico to West 'A' St.	\$ 580,000
cc49	Hwy-43/Cedaroak intersection	\$ 420,000
cc50	Hwy-43/Terwilliger intersection	\$ 315,000
cc51	Kruse Way/Carman intersection	\$ 200,000
cc52	142nd ave - Sunnyside to Hwy-212	\$ 2,700,000
	TOTAL \$	\$ 31,345,000

CLACKAMAS COUNTY

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS: (PRIORITY B)

Project Number	Project Name	Estimated Costs (1995 \$)
MC010	Jenne Rd: Foster Rd to 174th Ave ✓	\$2,250,000
MC011	242nd Ave (Hogan Rd): Palmquist Rd to Powell Blvd ✓	\$2,290,000
MC013	Sandy Blvd: 223rd Ave to 244th Ave	\$2,000,000
MC023	Palmquist Rd: 242nd Ave (Hogan Rd) to US 26	\$1,200,000
MC024	223rd Ave: Marine Dr to Sandy Blvd ✓	\$1,450,000
MC025	Cleveland Ave: Stark St to Division St	\$1,795,000
MC026	Regner Road/Roberts Rd: Phase II	\$1,955,000
TOTAL \$		\$ 12,940,000

MULTNOMAH COUNTY

REGIONAL ARTERIAL PROGRAM: LOCAL PROJECT NOMINATIONS: (PRIORITY B)

REVISED 9/26/95

Project Number	Project Name	Estimated Costs (1995 \$)
WC-015-3	Boones Ferry Rd/Tonka Rd-84th	\$ 993,000
WC-016-1	231st/Baseline-Cornell	* \$ 1,476,000
WC-017-2	170th Ave/Alexander-Merlo	* \$ 4,568,000
WC-018-2	Walker/Cedar Hills-Hwy 217	* \$ 3,525,800
WC-019-2	Bethany Blvd/Bronson-West Union	* \$ 6,002,000
WC-020-2	Brookwood/TV Hwy-Baseline	\$ 6,772,000
WC-021-2	Murray Blvd/Science Park - Cornell	\$ 1,600,000
WC-022-2	Glencoe/Lincoln-Evergreen	* \$ 5,905,000
WC-023-1	Nyberg/I-5 to Nyberg Creek	\$ 4,718,000
WC-024-3	Hall Blvd/Hwy 99W-Burnham Rd	\$ 5,300,000
WC-025-1	Forest Grove-Cornelius Connection	\$ 492,000
WC-026-1	Oregon St/Murdock-Pine	\$ 7,096,000
WC-027-3	Hwy 99W at Meinecke and Sunset Intersections	\$ 2,000,000
WC-028-2	Hall Blvd at Scholls Ferry Rd	* \$ 462,000
WC-029-3	Hwy 47 Bypass/Council Creek - Quince	* \$ 1,411,000 3,135,000
WC-030-1	Millikan Extension	\$ 2,844,000
WC-031-3	Forest Grove Downtown Improvements	\$ 3,979,000
WC-032-1	East-west Circulation-Ph II: Center/Westgate from Hall to Hocken	\$ 9,583,000
WC-033-1	East-west Circulation-Ph I: Center/Hall-110th, overpass at 217	\$ 7,204,000
WC-034-1	Henry Extension to Cedar Hills	\$ 3,115,000
WC-035-1	Henry Extension east to Hall	\$ 430,000
WC-036-1	Mill St to Esplanade connection	\$ 2,561,000
WC-037-1	Mill St to Farmington Rd connection	\$ 2,143,000
WC-038-1	North Station Area Circulation Road	\$ 1,550,000
WC-039-1	Watson Relocation	\$ 1,210,000
blist.xls	TOTAL \$	\$ 86,939,800

\$ 88,117,800

WASHINGTON COUNTY

REGIONAL ARTERIAL PROGRAM

Multnomah County Bridge Project Summary Request

			All Costs in Thousands All Cost Based in 1995 Dollars. Line Item Costs Include Construction Contingencies and Overhead.			
Bridge	General Project Listing	Est. Cost	1-5 years FY 95-96 through FY 99-2000	6-10 years FY 2000-01 through FY 2004-05	Description	
801	Broadway Bridge Rehabilitation	Rehabilitate existing mechanical, electrical and structural components includes painting	28,147	9,723	18,424	Install vehicle guardrail; Rehabilitate mechanical operating system; Rehabilitate span drive machinery; Repair ramp sidewalks; Update existing deteriorated westside lighting systems. Repair and paint concrete retaining wall; Replace main span sidewalks except for lift span; Repair ramp deck and joints; Install variable message sign to improve traffic safety; Resurface bridge ramp deck and roadway approaches; Replace existing deteriorated grating. Commercial blast SP-6 & coat lift span and main structure with a three coat moisture cured urethane paint system. In-depth inspections and safety improvements
302	Burnside Bridge Rehabilitation	Rehabilitate existing mechanical, electrical and structural components includes painting	7,035	278	6,757	Replace deteriorated existing traffic gates. Replace liftspan mechanical control equipment. Commercial blast SP-6 & coat all of the main structure with a three coat moisture cured urethane paint system. In-depth inspections and safety improvements
803	Burnside Bridge Seismic	Phase I & II Retrofit (Lifeline Route)	17,780	2,531	15,249	Seismic retrofit superstructure & substructure to current standards. (Lifeline Route)
804	Hawthorne Bridge Rehabilitation	Rehabilitate existing mechanical, electrical, and structural components includes painting	23,736	22,272	\$1,464	Replace deteriorated outside roadway lanes; Replace deteriorated inside roadway lanes. Overlay Madison viaduct and roadway approaches; Install concrete deck overlay on Hawthorne Ramp; Commercial blast SP-6 & coat all of the main structure with a three coat moisture cured urethane paint system. In-depth inspections and safety improvements
305	Morrison Bridge Rehabilitation	Rehabilitate existing mechanical, electrical and structural components includes painting	18,348	322	18,026	Replace deteriorated existing traffic gates; Rehabilitate sidewalk and expansion joints on main spans. Overlay Belmont & Madison ramp decks with microsilica; Replacement for liftspan operating system component; Replace deteriorated wiring in roadway lighting system; Install emergency drive system for lift span; Install new submarine cable for liftspan control conductors. Commercial blast SP-6 & coat main structure & West end with a three coat moisture cured urethane paint system. In-depth inspections and safety improvements
806	Morrison Bridge Bicycle Pathway	Pedestrian, bike, handicapped accessibility improvements	1,613		1,613	Construct two-way bicycle pathway in middle of bridge span with traffic barriers; build new bike ramps; bike lane on Belmont and Morrison viaducts.
807	Sellwood Bridge Rehabilitation	Rehabilitate electrical and structural components includes painting	7,525		7,525	Rehabilitate deck and install new wearing surface. Brush-off blast SP-7 & coat main structure steel with a three coat moisture cured urethane paint system. Construct pedestrian and bikeway undercrossing - eastside. Seismic retrofit superstructure to current standards.
308	Broadway, Hawthorne Morrison - Seismic	Broadway Br., Hawthorne Br., & Morrison Br. Phase I seismic retrofits	10,102	10,102		Seismic retrofit superstructures to current standards.
809	Broadway, Hawthorne & Sellwood - Accessibility	Broadway Br., Hawthorne Br. & Sellwood Br. Accessibility Projects	2,554	2,554		Replace deteriorated liftspan sidewalk deck with a non- stick material; Remove undercrossing & install at-grade signalized crossing with curb cuts; Reconstruct curb & sidewalk at the intersection of Clay St. & MLK Blvd.; Remove southbound Front Avenue on- ramp and install sidewalks along main, Madison and 1st; Construct new sidewalk along Madison ramp with at- grade crossing at Grand Ave.; Construct bike lanes on brd. Relocate light poles from sidewalk to railing to increase effective sidewalk width.
Total Estimated Construction Cost			\$116,840	\$47,782	\$69,058	
Average Annual Cost			\$11,684	\$9,556	\$13,812	

* Excluding Saurvie Island Bridge

** Federal/State Funding Participation

REGIONAL ARTERIAL PROGRAM: BRIDGE/FREIGHT PROJECT NOMINATIONS

CLACKAMAS COUNTY

Project Number	Project Name	Estimated Costs (1995 \$)
cb01-2	Carver Bridge replacement - Hwy-224 and Springwater Road	\$5,700,000
cf01-2	Mather Road extension - new structure across railroad	\$2,000,000
cf02-2	98th Extension/Mather Road upgrade	\$2,000,000
TOTAL \$		\$ 9,700,000

REGIONAL ARTERIAL PROGRAM: BRIDGE / FREIGHT PROJECT NOMINATIONS

WASHINGTON COUNTY

Project Number	Project Name	Estimated Costs (1995 \$)	
✓WB-001-1	Hall Blvd Extension - Bridge	\$	6,200,000
✓WB-002-2	Murray Blvd/Farmington-Terman: Bridge	\$	6,365,000
✓WF-001-1	Tualatin-Sherwood Expressway	\$	10,000,000
✓WF-002-3	I-5/Kruse/217 Area Improvements - Interchange	\$	5,000,000
TOTAL \$		\$	27,565,000

REGIONAL ARTERIAL PROGRAM: BRIDGE / FREIGHT PROJECT NOMINATIONS
PORT OF PORTLAND

Project Number	Project Name	Estimated Costs - 1995 \$	
XF01	South Rivergate Rail Overcrossing	\$13,200,000	(1)
XF02	No. Marine Drive - No. Rivergate Section	\$2,750,000	(1)
XF03	N. Lombard St. - Rivergate Blvd. to Ramsey St.	\$1,000,000	(1)
XF04	PDX Air Freight Access Improvements	1,270,000	(1)
XF05	Alderwood Street Extension to Clark Rd.	3,660,000	(1)
XF06	US30/Killingsworth @Columbia and 92nd Avenue	14,710,000	(1)
XF07	N. Lombard - St. John's to Columbia Blvd.	9,000,000	(1)
XF08	Columbia/Lombard Connection	5,000,000	(1)
XF09	98th Avenue - Lawn field to Mather	1,480,000	(1,2)
XF10	Mather Street Extension	2,500,000	(1,2)
XF11	I-5/Hwy. 217 Local Access and Circulation	5,000,000	(1,3)
XF12	I-5 - Hwy. 99 - Tualatin Sherwood Expressway	10,000,000	(1,3)
		\$69,570,000	

(1) Projects jointly financed with local arterial program funds

(2) Project forms submitted by Clackamas County

(3) Project forms submitted by Washington County

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2219 FOR THE PURPOSE OF RECOMMENDING FUNDING FOR THE ODOT/DLCD TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

Date: October 4, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution represents the recommendation of the Metro Council, the Metro Policy Advisory Committee (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT) to the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) on the 1995-1997 Transportation and Growth Management (TGM) Program. The recommendation does not represent a funding decision. However, as established in the TGM Program guidelines, ODOT and DLCD must consider the recommendation as they finalize the program and make grant awards.

The decision and award process are shown in Attachment A. A joint DLCD/ODOT announcement of grant awards is scheduled for October 28. Actual notice to proceed on any of the grants will be subject to DLCD/ODOT approval of a final work program.

FACTUAL BACKGROUND AND ANALYSIS

Program Background

The 1995 Oregon Legislature approved a second round of funding for the joint ODOT/DLCD TGM Program for the 1995-1997 biennium. Program funds are allocated by ODOT region. Region 1, which includes the Metro area, has been allocated \$2,124,000. About \$160,000 will be awarded to jurisdictions outside Metro boundaries but still inside Region 1. Eligible grant categories and their purpose are as follows:

1. Category 1, Transportation Planning Rule Implementation. These are grants to help local governments implement the Transportation Planning Rule.
2. Category 2, Land Use Alternatives. These grants are intended to help local governments develop plans or tools which will help alter land uses in order to meet transportation needs.
3. Category 3, Urban Growth Management. Grants in this category are intended to help local governments develop, use, and implement growth management tools such as annexation plans, urban service agreements, development standards, infill strategies, and other general plans and agreements.

As established by the TGM program guidelines, all grant requests are generally limited to \$50,000 for “typical” projects. Projects having special merit or meeting special needs, particularly where results may be transferable to another agency or jurisdiction, may receive more than \$50,000.

Review and Selection Process

As approved by the Legislature, the TGM program includes a provision that the established Metropolitan Planning Organization (MPO) in each of Oregon’s four metropolitan areas would provide a recommendation on funding for grant Categories 1 and 2. For the Metro area, it has been established that the recommendation will be in the form of a joint Metro Council, MPAC, and JPACT resolution to ODOT and DLCD. The funding decision for Category 3 grants is the sole responsibility of ODOT and DLCD. No formal recommendation is requested from the Metro area as part of the TGM program guidelines.

To begin the recommendation process for grant Categories 1 and 2, Metro staff assisted ODOT and DLCD staff in reviewing almost 60 applications. (A summary of each project is included in Attachment B.) Metro staff’s role in reviewing the proposals was to comment on and provide background information on the applicability of local grant projects to regional projects, such as Region 2040 and the Regional Transportation Plan. Since Metro is an applicant for Category 1 and Category 2 grants, only DLCD and ODOT staff evaluated Metro’s applications against the grant criteria. This was to ensure scoring consistency and to remove any bias or preference in favor of Metro proposals.

Generally, DLCD and ODOT’s recommendations for funding follow the criteria listed below for ranking proposals:

Applicant Qualifications (maximum of 10 points)

- Demonstration of Success in Prior TGM/UGM Grant Projects
- Project Manager/Personnel Qualifications and Abilities
- Involvement of Local Governments/Districts

Quality of Application (maximum of 20 points)

- Clear Objectives
- Work Program and Schedule
- Budget
- Pre-Application

Community Support/Coordination (maximum of 15 points)

- Support from Other Entities
- Public Participation/Collaboration
- General Collaboration/Coordination

Work Products (maximum of 20 points)

Specific Products

Likelihood of Adoption/Implementation

Transferability

Special Merit (maximum of 10 points)

Clear Solution to Transportation Problem, Opportunity, Need or Issue
(maximum of 15 points)

Enhancement of Other Transportation Modes (maximum of 10 points)

When reviewing the grant applications, Metro staff's interpretation of the above criteria was to score high those projects that work toward implementation of the goals in the Region 2040 Growth Concept, both land use and transportation. As a result, certain requests scored higher on specific criteria than just Transportation Planning Rule-related projects. Specifically, within the framework of the TGM program guidelines, Metro staff made the following interpretations:

- . Specific Work Products. Metro awarded high points for projects that involve changes to comprehensive plans or lead to the creation of new or refined ordinances relating to regional growth management. These include ordinances to facilitate shared parking, encourage mixed use and redevelopment projects, establish parking maximums and reduce minimums, or establish minimum densities in centers, station areas, main streets and corridors.
- . Transferability. Metro generally awarded high points to projects that will result in transferable products such as ordinances in the areas of mixed use, minimums and maximums for parking and density that could be adopted by other jurisdictions. Projects that refine the densities in the Region 2040 allocations and develop strategies to achieve those densities were also seen as transferable.

Metro staff also awarded points for an application showing "special merit." Metro's interpretation of this criteria was to give priority to projects that use an innovative, collaborative approach and result in tools or products that would be useful to jurisdictions regionwide.

Finally, there are two additional criteria for Category 1 and 2 applications. These criteria give points for a "clear solution to a transportation problem, opportunity, need or issue and for the enhancement of other transportation modes." Metro favored applications that address current problematic issues that jurisdictions regionwide are struggling with, such as how to implement the TPR requirements for reduction of VMT and parking spaces per capita. Metro also scored higher those projects oriented towards densification of corridors and centers while maintaining or enhancing multi-modal access. Similarly, transportation plans for improving multi-modal access to and within centers, station areas, main streets, and corridors were scored higher.

Proposals were scored individually by ODOT and DLCD staff prior to joint meetings with Metro staff to discuss and compare ratings and details of the grant applications. Major reasons that grant proposals scored low and have not been recommended for funding include the following:

- . The application included only a very general work program or the work program did not clearly address specific transportation problems or issues in a way which would achieve TPR objectives.
- . The application did not clearly describe how the work was related to other previous or ongoing work or there appeared to be a duplication with other work.
- . The application was not clear in products.
- . Implementation or follow-up on a round one TGM project was insufficient.

DLCD and ODOT staff generally had a similar interpretation of how to apply the scoring criteria. However, they tended to score highly those projects which identified a unique problem or issue within their community and clearly laid out an approach to address that issue by developing an appropriate implementation method, tool, or plan.

DLCD and ODOT staff tended to score lower those projects which merely lifted language out of the Transportation Planning Rule and failed to tie it to a local issue or problem. As a result, certain applications for transportation system plans or components of a system plan scored lower for that reason. ODOT and DLCD staff also tended to score lower those projects which were second phases to round one TGM projects, particularly if they were finishing work that was identified in the first phase. Finally, ODOT and DLCD staff also scored low those projects which seemed to duplicate recent planning efforts within certain jurisdictions; for example, a street system plan.

Recommendation

The proposed Metro (Metro Council, MPAC, JPACT) recommendation for grant funding under the 1995-1997 Joint ODOT/DLCD TGM Program is included in Resolution 95-2219 in two pieces:

1. Metro recommends that the projects identified in Exhibit A to the resolution receive funding. These are the projects that generally scored the highest in the ranking process. The total combined amount for these projects approximately equals the allocated amount for Categories 1 and 2 for the Metro area.
2. Metro also recommends that as ODOT and DLCD finalize the statewide TGM program, they consider funding for those projects identified in Exhibit B. Potential funding sources for those projects could include Category 3 funds, unallocated funds from other regions, or other ODOT funds such as corridor

planning funds. ODOT has cautioned that it is not likely going to be possible to fund all the requests shown in Exhibit B.

Given the funding constraints, the recommendation does not include any funding endorsement for those projects identified in Attachment C to this staff report. Those projects generally scored low for one or more of the reasons mentioned above.

The Transportation Policy Alternatives Committee (TPAC) endorsed the recommendation at their September 29 meeting. The Metro Technical Advisory Committee (MTAC) took no endorsement action, deferring to MPAC.

ODOT and Metro staff will be available at all discussion and decision points involving the Metro Council, MPAC, and JPACT and can address issues related to individual grants requests.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2219.

**Transportation Growth Management Planning Grants
Region 1
Metro Decision Process 1995**

September 5, 1995 to September 20, 1995	Metro/DLCD/ODOT Staff Review and Recommendations on Grant Awards
September 21, 1995	Action by Executive Officer Recommendation on Grant Awards
September 28, 1995	Action by MTAC Recommendation on Grant Awards
September 29, 1995	Action by TPAC Recommendation on Grant Awards
October 5, 1995	Briefing for Metro Council Cotugno/Fregonese/ODOT/DLCD
October 11, 1995	Action by MPAC Fregonese/ODOT/DLCD
October 12, 1995	Action by JPACT Cotugno/ODOT/DLCD
to be determined	Action by Metro Land Use/Planning Committee Recommendation on Grant Awards Cotugno/Fregonese/DLCD/ODOT
October 26, 1995	Action by Metro Council Endorsement of Grant Awards
October 28, 1995	DLCD/ODOT Announcement of Grant Awards

1995 - 1997 TGM Grant Applications

Applicant: City of Beaverton

Project Title: Property Redevelopment Alternatives for Beaverton's Automobile-Dependent Downtown

Category: 1,2,3

Summary: This is a City of Beaverton-Metro joint proposal to investigate transportation, land use alternatives, and growth management solutions to a downtown area devoted to a preponderance of automobile-oriented activities and land uses. Metro's 2040 designates downtown Beaverton as one of six Regional Centers which are to "focus on compact development, redevelopment, and transit and highway improvements", to grow over time three times greater than the current density. the only feasible way for such densities to be achieved in central Beaverton is to find and implement public and private solutions for converting predominant auto oriented land uses into redevelopment opportunities which will create an urban form of increased densities and intensities.

Applicant: City of Beaverton

Project Title: South Tektronix Neighborhood Plan

Category: 2,3

Summary: This is a proposal to develop and implement a neighborhood plan for the South Tektronix Neighborhood as part of the LRT station area planning process. The City will coordinate this process with the Tek Station Management Committee, citizens who live in the area, and area businesses. The neighborhood plan will be used to develop needed changes to the City's Comprehensive Plan.

Applicant: City of Beaverton

Project Title: Transportation System Plan Update

Category: 1

Summary: This grant application is for assistance in funding the work for three products the City needs to complete to encourage pedestrian and bicycle travel, and to comply with the Transportation Planning Rule: 1) Local street network plans for undeveloped and underdeveloped areas of the city and the urban reserve; 2) Revised street standards for arterial and major collectors to include bike lanes; 3) A revised functional classification map reflecting the new road standards; and 4) A comprehensive public involvement program addressing all three products.

Applicant: City of Cascade Locks

Project Title: Cascade Locks Comprehensive Street & Transportation Plan

Category: 1

Summary: The City proposes to develop a detailed master street plan, street construction details in a handbook. It also proposes to update its Comprehensive Plan Transportation Element. The City would hire a firm with engineering and planning capacities. It would also make use of a coordinated effort with ODOT and the Old Columbia River Hwy Committee on various ISTE and ODOT funded projects.

Applicant: City of Cornelius and Metro

Project Title: Cornelius Main Street District Plan

Category: 1,2,3

Summary: The focus of this grant is to generate a coordinated Special District Plan, including a transportation system and land use design theme, to create a Main Street in the Cornelius Core Area. The project will also formulate a street, sidewalk, bike path, and utilities master plan, including essential public improvements needed to create and support the Main Street District.

Applicant: City of Estacada

Project Title: City of Estacada's Transportation System Plan Update

Category: 1

Summary: Estacada is applying for a category one TGM grant to update the city's twenty year old Street Master Plan and incorporate this plan into a Transportation System Master Plan which includes a pedestrian and bicycle movement plan, street network plan within our UGB, link the local school district transportation needs to the city's plan. The Master Plan would also provide standard street design criteria, a master parking plan, revise ordinances as needed, interface with county and regional Transportation System Plans and update our Capital Improvement Program.

Applicant: City of Forest Grove

Project Title: Transportation System Plan

Category: 1

Summary: The preparation of a local Transportation System Plan in order to comply with the provisions of the Transportation Planning Rule.

Applicant: City of Forest Grove

Project Title: Forest Grove Town Center Development Plan

Category: 1,2,3

Summary: This is a project to produce a master plan for the Downtown Core area of Forest Grove into a traditional town center as envisioned in the Metro Region 2040 Plan. The planning approach would use a public involvement process to engage community stakeholders to study alternatives and develop strategies to transform a Main Street/Downtown in decline to an active, economically vibrant town center with increased employment opportunities, local shopping, a balanced pedestrian oriented transportation system and a unique regional specialization.

Applicant: City of Gresham

Project Title: Gresham Transportation System Plan

Category: 1

Summary: These grant funds will provide assistance to the City of Gresham to prepare and adopt an efficient Transportation System Plan that meets the needs of the Community and also complies with the Transportation Planning Rule (TPR). Local transportation plans consistent with regional and State plans will be incorporated into our comprehensive plans to link provisions of transportation facilities and services and land use planning.

Applicant: City of Gresham

Project Title: Land Use Alternatives Public Outreach

Category: 2

Summary: This project will provide for a coordinated program of public outreach and involvement to accompany implementation of a recently completed Land Use Alternatives Study. This program will include production of newsletters, public workshops, media releases, and other techniques to promote public awareness of, and support for, alternative land use proposals.

Applicant: City of Gresham

Project Title: Central Rockwood Focused Public Investment Plan

Category: 3, (tool#'(s) 11

Summary: This project will provide a Focused Public Investment Plan for the Central Rockwood district of Gresham. This plan will build on the recently completed Rockwood Center Mixed-Use Plan, which proposes a variety of projects requiring significant public investment as a catalyst to redevelopment.

Applicant: City of Gresham
Project Title: Downtown Gresham Central Rockwood Parking Master Plan
Category: 3
Summary: The 1996 Downtown/Central Rockwood Parking Master Plan will identify the current and future supply and demand, analyze program alternatives and feasibility, finance, and administration. By 1997, the Master Plan will lead to direct capital and administrative implementation of a new parking management program.

Applicant: City of Happy Valley
Project Title: Happy Valley Transportation System Plan
Category: 1
Summary: The development of a Transportation system Plan for the City of Happy Valley which addresses bicycles, pedestrian, transit and vehicle needs. Street design standards and a street network plan for local streets will be included.

Applicant: City of Hillsboro
Project Title: Hillsboro Transportation System Plan
Category: 1
Summary: Preparation of Hillsboro Transportation System Plan in compliance with the State Transportation Planning Rule and in accordance with the Region 2040 Growth Concept.

Applicant: City of Hillsboro
Project Title: Downtown Hillsboro Station Community Plan (Regional Center) Traffic and Circulation Analysis
Category: 2
Summary: The Downtown Hillsboro Station Community Plan is a strategy for creating a development framework for the central Hillsboro area and those neighborhoods in close proximity to the new light rail line and the four downtown stations. Implementation will create a "Regional Center" as defined in the Metro 2040 Plan. However, prior to adoption, a key element must be tested to determine whether the densities of a "Regional Center" can be supported by the existing street system and circulation plan.

This Project will conduct the traffic analysis called for in the Transportation Planning Rule to determine the impacts of these land use changes on the city street and ODOT highway system. The second component of the study will test whether the conversion of the existing one-way grid system in the central business district to two-way flow is feasible from a traffic flow and capacity point of view. Such a conversion is highly desirable from an economic/business/ "community" standpoint, but must be tested for any "fatal flaws" prior to implementation.

Applicant: City of Hillsboro
Project Title: Tanasbourne/Amberglen Town Center Plan
Category: 3
Summary: Preparation of a development plan which implements the State Transportation Planning Rule and the Region 2040 Growth Concept "Town Center" designation for the Tanasbourne/Amberglen area located within the northeast portion of the City of Hillsboro.

Applicant: City of Hillsboro
Project Title: Mainstreets/Neighborhood Commercial Implementation Program
Category: 3
Summary: This project will enable the City of Hillsboro to implement the principles and concepts relating to identifying the location of Mainstreets as set forth within the Metro "Regional Mainstreets Implementation Strategy" project which was funded in 1994 by a TGM/UGM grant. To our knowledge, no other jurisdiction has attempted to apply this Strategy. Therefore, this project may serve as a prototype for applying the Strategy in suburban communities.

Applicant: City of Hillsboro

Project Title: Orenco and Quantama LRT Station Area Infrastructure Development

Category: 3

Summary: In recognition of the need for public-private partnership, the City of Hillsboro has entered into planning agreements with several private and institutional property owners in the immediate vicinity of the 185th Avenue, 205th Avenue, and Orenco Stations to develop a master plan for each station area. Alternative Station Area Master Plan will include site specific proposals and recommendations for Comprehensive Plan changes, amendments to the Zoning Ordinance and adequate Public Facilities requirements.

This Project will focus on developing the planning and preliminary engineering studies to ensure that each station area will be served by adequate Public Facilities so that maximum densities (both residential and commercial) can be built near the LRT stations.

Applicant: City of Hood River/County of Hood River

Project Title: Urban Area Transportation System Plan

Category: 3

Summary: To develop an Urban Area Transportation System Plan for the City of Hood River and County of Hood River. The plan would address land within the City limits, land within the urban growth boundary, and a little land outside the urban growth boundary. The plan would implement the State Transportation Planning Rule for both jurisdictions. The plan would complement the ODOT Hwy. 35 Corridor Plan.

Applicant: City of Lake Oswego

Project Title: Transportation System Plan

Category: 1

Summary: The City of Lake Oswego is applying for a Category 1 Grant to enable it to complete a Transportation System (TSP) in fulfillment of the provisions of the Transportation Planning Rule (TPR). The final product will include a bike and pedestrian plan, a public transportation plan and any adjustments to the roadway element of the existing Transportation Plan necessary to improve continuity of movement between modes and to increase choices in transportation modes. Changes will also be made to existing plans if needed to ensure consistency with state and regional transportation plans. The process used will be that outlined in the TPR: a determination of transportation needs, evaluation and selection of transportation system alternatives and development of a transportation financing program. Recommendations for any land use changes necessary to meet local and regional transportation needs shall also be developed to address Metro 2040 goals or state and local land use and transportation goals.

The resulting TSP will be adopted by the City and will be implemented through the City's Public Facility Plans and Capital Improvement Plan as well as land use regulations.

Applicant: City of Milwaukie/Metro

Project Title: Regional Center Management Plan

Category: 1, 2, 3

Summary: This project addresses the beginning components of a Regional Center Management Plan. We will develop mixed use higher density/intensity zoning districts as amendments to the Zoning Ordinance and Comp. Plan. We will develop a framework for public-private partnerships and begin a redevelopment project. We will conduct a detailed inventory of land uses and begin assessment of redevelopment potentials in the Regional Center. We will begin to market development in the Regional Center. We will conduct circulation and parking plan studies to manage transportation system impacts and promote walking, bicycling and transit use in the Regional Center area of Milwaukie.

Applicant: City of Milwaukie
Project Title: Lake Road Multimodal Connection Plan
Category: 1

Summary: A study to identify the necessary improvements to increase multimodal accessibility, safety, and connectivity to nearby school's, transit and other local and regional destinations.

The final product will be a plan with recommendations for multimodal improvements and access management within the Lake Road corridor.

Applicant: City of Milwaukie
Project Title: Riverfront to Springwater Trails Connection Plan
Category: 1

Summary: A feasibility study with recommended alignment and preliminary design option for connectivity of the multimodal trail segment between the City of Milwaukie waterfront to the Springwater Corridor in the City of Portland.

Applicant: City of Oregon City/Metro
Project Title: Regional Center Management Plan
Category: 1,2,3, tool #(s) 5,7,8

Summary: Joint application between the City of Oregon City and Metro to do a Regional Center Management Plan. This project fulfills objectives, and has elements of, all three TGM categories. The RCMP seeks to achieve the type of compact urban form called for by the Region 2040 Growth Concept.

Applicant: City of Portland, Bureau of Planning
Project Title: West Burnside Corridor Study
Category: 2,3, tool #(s) 7,10,11

Summary: The West Burnside Corridor Study will analyze pedestrian and bicycle crossings to develop design standards and implementation strategies for pedestrian and bicycle access across a section of West Burnside Street between the Park Blocks and NW 24th Place. Portland's Bureau of Planning and Office of Transportation will work with the West Burnside Corridor Study Task Force already initiated by representatives for neighborhoods adjoining the street. They will recommend improvements that encourage safe and convenient pedestrian and bicycle usage across West Burnside Street and accessibility to light rail stations. The project will recommend locations and designs of crossings, and standards for design of open spaces, street, sidewalks/set backs, plazas and adjoining development at key nodes.

Applicant: City of Portland
Project Title: TPR Parking Plan Phase II
Category: 1

Summary: Refine strategies from first phase of TPR parking plan. Strategies will include an examination of barriers to shared parking and a survey of Portland employers to determine cost of providing free employee parking. Review with public selected City strategies to comply with TPR parking space reduction requirement and make revisions to City policies and codes. Coordinate with Metro.

Applicant: City of Portland

Project Title: Pedestrian Plan Project Development

Category: 1

Summary: The Pedestrian Master Plan (developed under a '94-95 TGM grant) identifies possible pedestrian projects, based on system deficiencies and project request from the public. Using the important results of the LUTRAQ study as a starting point, this grant project will develop specific tools for evaluating the potential of these pedestrian projects for increasing pedestrian environmental factors and pedestrian mode share, including a more detailed map of Pedestrian Environmental Factors in the project areas. The methodology developed will serve as a model for other municipalities.

Applicant: City of Portland

Project Title: Model Bicycle and Walk to School Plan

Category: 1

Summary: This project will develop plans to promote bicycling and walking to schools representative of those types found throughout the region. The project will create a transportation profile for fourth grade through high school students, discern the extent to which environments favorable to walking and bicycling correlate with transportation mode split, identify real and perceived barriers to increased bicycling and walking to school, and address these barriers through a combination of treatments. This project will develop site-specific plans for several schools; the schools will be selected in a manner so that the plans can serve as models to promote bicycling and walking to school for schools throughout the region.

Applicant: City of Portland

Project Title: Broadway Weidler Corridor Demonstration Development Projects.

Category: 2

Summary: The Broadway Weidler Corridor Demonstration Projects will provide the feasibility analysis for three capital improvement and business development projects recommended by the local business and residential communities through the Broadway Weidler Corridor Vision Plan. This grant project would review these recommendations, prioritize projects, provide site analysis for specific projects, and develop project financing and implementation strategies that will include incentives for developers to invest in the Broadway Weidler Corridor. The project would be a model for identifying capital improvement and business development projects that promote housing and mixed use development, as well as multi-modal access in other regional "main streets."

Applicant: City of Portland

Project Title: Lents Town Center: Strategy for Transition

Category: 2,3

Summary: The Outer Southeast Community Plan dovetails with Metro's 2040 Plan by making Lents a Town Center. The Outer Southeast Business Coalition has spent almost a year holding public meetings, hiring a consultant, and preparing a generalized vision for Lents area. The Lents Town Center: Strategy for Transition will collaborate with the Business Coalition to complete that vision and prepare an implementation strategy of transition for the area. The Lents Town Center: Strategy for Transition project will assess market conditions in Lents and evaluate opportunities to create transit/bike/pedestrian-friendly development. It will establish a collaborative relationship with the property and business owners. It will graphically and narratively describe land uses, street designs, utilities, institutional and civic uses and design standards. The strategy will develop through workshops and other interaction with residents, business and property owners.

Applicant: City of Portland

Project Title: Gateway Regional Center Vision & Strategy

Category: 3

Summary: Vision Plan for Gateway - How to redevelop an area with existing low-density development into a thriving regional center. The Outer Southeast Community Plan and Metro's 2040 Concept Plan designates Gateway a Regional Center. The Outer Southeast Community Plan establishes zoning in keeping with Regional Center designation. the area has great potential for transportation-efficient land use. The community planning process has generated interest in visualizing how the area may look in 2040 and how the transition might occur. The project would entail property owner contact, workshops, designs of development scenarios, and a market analysis. It would also include a strategy for achieving the development goal.

Applicant: City of Portland

Project Title: West Portland Town Center

Category: 1,3

Summary: Develop a detailed plan for West Portland that will help guide public and private investment and achieve Metro's 2040 requirements as a designated Town Center. The area is a Metro 2040 designated Town Center and a focal point in the Southwest Community Plan (SWCP). The first phase of the grant project will analyze transportation policies and multi-modal systems; review existing street and transit designations; review regional and State priorities for the Interstate-5 ramp and light rail designation on SW Barbur Boulevard; explore right-of-way improvements for pedestrians and bicycles; and define market forces which affect the area. Phase two of the grant project will utilize the research to develop a preferred concept plan and produce a detailed implementation schedule. This plan will identify land use and transportation improvements needed to support the goals and objectives of the Town Center concept.

The planning process and timeline for the SWCP will work in concert with this grant-funded project. In October 1995 the SWCP team will print a tabloid and distributed to all households in southwest which describes alternative map designations. the tabloid will provide various land use patterns for the Town Center ,which meet the Metro housing and employment targets. With citizen comments, the SWCP team will develop a proposed plan. This will be the first step. However, a greater level of research and design is needed to realize the Town Center designation. This grant is needed to fully analyze the transportation.

Applicant: City of Portland (PDC)

Project Title: Transit Supportive Development Resource Manual

Category: 2,3

Summary: Identify key opportunity sites near station areas along Eastside and Westside Light Rail alignments within the City of Portland for transit oriented development (TOD). Working with community partners, prioritize sites for transit supportive developments. Prepare case studies on successful TOD local projects. Develop prototypes for medium and higher density residential and mixed-use projects. Identify public financing tools and incentives available to transit supportive developments. Evaluate transit overlay zoning regulations to apply consistent design and development standards at LRT station. Prepare a handbook available to the community, property owners and developers to summarize transit-supportive opportunities and market the TOD concept. Develop and present a seminar for public and private partners to promote the development of TODs at transit station areas.

Applicant: City of Portland (PDC)

Project Title: Collins Circle Redevelopment Strategy: Goose Hollow

Category: 3 (tool #(s) 5

Summary: Prepare a redevelopment strategy for the four blocks surrounding Collins Circle in Goose Hollow near the 18th and Jefferson light rail station. The area was identified as a "mixed use development opportunity zone" during the Westside Station Area Planning effort, capable of supporting a mix of high density uses that could support light rail and help achieve the region's livability goals. The strategy will identify a mix of uses which support each other, and reflect transit-oriented design principles. Included in the strategy will be recommendations for transportation improvements that promote bike and pedestrian access and circulation in the neighborhood, support the projects and link them to potential Collins Circle plaza improvements.

Applicant: City of Portland (PDC)

Project Title: Collins Circle Redevelopment Strategy: Goose Hollow

Category: 3 (tool #(s) 5

Summary: Prepare a redevelopment strategy for the four blocks surrounding Collins Circle in Goose Hollow near the 18th and Jefferson light rail station. The area was identified as a "mixed use development opportunity zone" during the Westside Station Area Planning effort, capable of supporting a mix of high density uses that could support light rail and help achieve the region's livability goals. The strategy will identify a mix of uses which support each other, and reflect transit-oriented design principles. Included in the strategy will be recommendations for transportation improvements that promote bike and pedestrian access and circulation in the neighborhood, support the projects and link them to potential Collins Circle plaza improvements.

Applicant: City of Portland (PDC)

Project Title: Albina Mixed-Use Project Handbook

Category: 3 (tool #(s) 5

Summary: Prepare a working developer's handbook to promote implementation of density housing and mixed-use projects within existing transit corridors of Northeast Portland to support the Region 2040 Plan and Livable City Initiative. The handbook would inventory available RH (mixed-use) zoned property, evaluate current and projected market supply/demand conditions, prepare feasibility studies for 8-10 prototypical sites, and provide a marketing strategy - including recommendations for zoning code changes and public investment - to attract project implementors.

Applicant: City of Portland

Project Title: 2040 Centers Transportation Descriptors and Alternative Mode Planning

Category: 1

Summary: Describe the 2040 centers, main streets, and station areas using attributes that effect alternate mode travel behavior in order to identify needed improvements with the system. The study would catalog these centers with the data in map and spreadsheet format. The data would be constructed in a Map Info data base that can be used for analyzing these areas for the City Transportation System Plan inventory and needs assessment and alternatives. The study would also include the development of a planning technique to assist in analyzing these center areas for alternate mode travel. The analysis would determine the areas potential for shifting trips to alternate modes, and what improvements are needed (sidewalks, bikelanes, etc.)

Applicant: City of Sandy

Project Title: City of Sandy Public Facility Policies and Capital Improvement Plan

Category: 3

Summary: Proposes follow-up activities for the Sandy 2040 Town Plan including: Adequate public Facilities Requirements to support a jobs-to-housing balance and the development of "villages"; Focused public investment plans to support strategic public funding to support the Sandy 2040 Town Plan and Neighborhood Plans.

Applicant: City of St. Helens
Project Title: St. Helens Transportation Plan
Category: 1

Summary: Develop a local transportation system plan (TSP) that includes a street inventory, traffic studies, intermodal relationships, land use inventory, transportation funding strategy, capital improvement program, and growth potential study. The final TSP will correlate long range growth plans with the transportation system to meet Oregon Transportation Planning Rule and the City's long range needs as shown in the City's Comprehensive Plan.

Applicant: City of Tigard
Project Title: Urban Service Provision Plan
Category: 3

Summary: The City of Tigard is seeking a grant to prepare an urban service provision plan for its unincorporated urban planning area. The plan will serve as the guide by which Tigard provides full urban services to this area, after annexation, under current comprehensive plan and Region 2040 Concept Plan build-out scenarios. The project will be coordinated with Washington County's effort to implement SB122, including the sharing of study information and results to help meet the requirements of the law. The project may also serve as a model for other jurisdictions and service providers for use in performing similar studies and assessments.

Applicant: City of Troutdale
Project Title: 257th Avenue Enhancement Study
Category: 1,2

Summary: The project is a transit pedestrian and bicycle enhancement study of 257th Ave. within the City of Troutdale. Metro's 2040 growth concept map designates this five-lane suburban arterial as a transit corridor. Current design of the road creates a barrier effect for pedestrians and transit users and conflicts with 2040 corridor development strategies. This study will identify urban design features to make the street more transit, pedestrian and bicycle friendly. The study will have applicability region wide.

Applicant: City of Troutdale
Project Title: Troutdale Edgefield Station
Category: 1,2,3

Summary: The City of Troutdale is seeking a combination grant in Category 1,2 and 3. The project will evaluate existing available data for the purpose of planning alternative transportation modes, and to coordinate efforts to:

- Create efficient transportation system designs.
- Design transportation systems and land use patterns to increase "trip linking".
- Develop a focused Public Investment Plan (FPIP) and a Capital Improvement Plan (CIP)
- Coordinate, unify and prioritize the investments necessary to implement this project.
- Reduce traffic congestion within the Region.
- Implement transportation and growth management concepts in Troutdale and the Region consistent with the Metro 20 Plan and the ISTEPA.

Applicant: City of Troutdale
Project Title: Troutdale Town Center Plan
Category: 1,2,3

Summary: The City of Troutdale is seeking a combination grant in Category 1,2 and 3 to prepare a land use strategy, implementing ordinances and a focused public investment plan for the Troutdale Town Center. This project will evaluate data and transportation relationships affecting lands and land uses within the City of Troutdale which make up the Town Center. Products developed as part of this project will be prepared to be incorporated into the City's Comprehensive Plan and implementing ordinances. These amendments will be used as tools to implement transportation and growth management concepts in Troutdale, consistent with the Metro 2040 Plan and the ISTEPA.

Applicant: City of West Linn Department of Planning and Development
Project Title: Transportation System Plan
Category: 1

Summary: Prepare a comprehensive Transportation System Plan (TSP) that integrates existing work in progress in coordination with ODOT, the City of Lake Oswego, and Metro, and establishes the framework for future planning activities. The TSP Project will also integrate compliance requirements and standards consistent with the Americans with Disabilities Act (ADA) in providing transportation networks that serve the disabled community.

Applicant: City of Wilsonville
Project Title: Transportation Efficient Visual Design Standards
Category: 2,3, (tool#(s) 7

Summary: The City of Wilsonville is seeking to revise its zoning code to promote transportation efficient development patterns in an illustrated, user friendly format. This revised code will reflect a publicly developed vision of the community's future.

Applicant: City of Wilsonville
Project Title: Transportation Efficient Land Use Strategies-Dammasch Study Area
Category: 2,3, (tool#(s) 7

Summary: The City of Wilsonville seeks to develop and implement a Transportation-Efficient Land Use Master Plan for the former Dammasch Hospital site and the surrounding area. The intent is to complete a planning process which will create a master plan with supporting ordinances, urban design illustrations and architectural renderings, and implementation strategies. Also the project seeks to increase transit use, walking and bicycling. Finally, in so far as possible with the budget, a specific development plan will also be produced for the recommended land use scenario.

Applicant: City of Wilsonville
Project Title: Transportation Master Plan Update
Category: 1

Summary: The City of Wilsonville intends to update its Transportation Master Plan and develop implementing ordinances to comply with Goal 12 Administrative Rule, OAR 660-12. this project will integrate all existing plans and studies; analyze policies and land use regulations; develop alternatives that redress deficiencies; and develop a comprehensive multi-modal Transportation Master Plan and implementing ordinances.

Applicant: Clackamas County

Project Title: Damascus Urban Reserve Study, Phase II

Category: 1,2

Summary: The Phase 2 study for the Damascus area is to develop a comprehensive plan for those urban reserve places that will be the first to be brought into the urban growth boundary through the Region 2040 process. The goal is to develop recommendations for a transportation system and land uses to meet the requirements of the region 2040 concepts, Transportation Planning Rule and the County Comprehensive Plan. The area's transportation plan, coordinated with the County's TSP, and land use plan will be required before the area is annexed into the urban growth boundary. The study proposes an advisory committee of residents, property owners, business owners, and representatives from agencies and service districts. Surveys and focus include open house meetings, and presentations to CPOs, civic and social groups, and schools. A news bulletin with study updates will be mailed to all interested parties.

Applicant: Clackamas County

Project Title: Local Streets Traffic Calming and Skinny Street Standards for Clackamas County

Category: 1

Summary: Clackamas County is applying for a category 1 project grant that contains a number of components that will lead to the implementation of a neighborhood traffic calming program. Clackamas County has developed a general process for a local streets traffic calming program. The vision of this project is to carry this program forward and broaden its scope to include skinny street design along with the typical traffic calming devices. Steps included in this project are as follows:

1. Develop standards and criteria for application of skinny streets including development of criteria for their application.
2. Incorporate skinny street design issues into a more comprehensive traffic calming program process.
3. Combine steps 1 and 2 and amend preliminary "Neighborhood Transportation Management Process for Clackamas County" to include criteria for narrow streets as well as other devices. Incorporate documents into Clackamas County Roadway Design Standards document.
4. Form a Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) and hold a series of three to five meetings to make necessary modifications and approve.

Applicant: Clackamas County

Project Title: TPR Design Guidelines

Category: 1

Summary: Prepare Zoning and Development Ordinance amendments addressing aesthetics of the streetscape to encourage pedestrian activity along Major Transit Routes. Also, prepare a handbook illustrating different ways to meet the County's pedestrian friendly requirements, both those already in place as well as those prepared through this project. The need for addressing aesthetics was identified in our earlier TPR zoning ordinance amendment process.

Applicant: Clackamas County

Project Title: Clackamas County Transportation System Plan

Category: 1

Summary: County completed the bicycle and pedestrian elements last fiscal year (95/96). This study will update the other elements required by the Transportation Planning Rule (TPR). Elements that will be analyzed include but are not limited to roads, transit, TDM, land use (region 2040), freight and a financial analysis. Project will be coordinated with the Metro's RTP update.

Applicant: Clackamas County
Project Title: North Clackamas Urban Service Agreement Project Phase II
Category: 3

Summary: This proposal is to continue the North Clackamas Urban Service Agreement Project, a TGM grant funded project, that was completed in June, 1995. Clackamas County, the cities in Clackamas County and the special districts that provide the urban services are seeking a category three grant to prepare a series of urban service agreements to meet the requirements of the Senate Bill 122 and to prepare the framework for an annexation plan in the County. Senate Bill 122 requires urban service agreements to be signed by all relevant parties no later than the time of each local government's state-mandated Comprehensive Plan periodic review. SB 122 requires urban services agreements for the following services: sanitary sewer; water; fire protection; parks; open space; recreation; and streets, roads and mass transit.

The project will address all of these services except transit (currently provided by Tri-Met, the regional transit authority). The project will also address surface water management, emergency medical services, law enforcement and planning.

The project will continue building consensus agreement on if and how to incorporate the urban and urbanizable portions of the North Clackamas area. A framework for annexation plan for at least some portions of the affected areas will be developed and a comprehensive analysis will be completed to examine the strengths and weaknesses of this approach.

Applicant: Columbia County
Project Title: Transportation System Plan Development
Category: 1
Summary:

Applicant: Metro
Project Title: Shared Parking Project
Category: 2, 3

Summary: Metro is seeking a grant for \$50,000 to develop model ordinances and publicize practical, how-to information on shared parking. Shared parking refers to two or more land uses jointly sharing the same parking spaces, thus significantly reducing the amount of space devoted to parking. It is a strategy that will allow jurisdictions and business people to use a finite land supply more efficiently, promote higher densities, increase non-auto modes, decrease vehicle trips and comply with the Transportation Planning Rule. The project will result in a handbook that planners, developers and private industry can use to initiate shared parking arrangements and adopt clear, effective ordinances.

Applicant: Metro
Project Title: Regional Street Design Study
Category: 1, 2

Summary: Metro is seeking a combination of category land 2 TGM grants to study new approaches to street design as functional classification that more closely link land use and transportation. This study will be a major element in the development of the Portland region TSP, and subsequent development and evaluations of local TSP's.

Applicant: Metro

Project Title: Accessibility Measures Project

Category: 1, 2

Summary: To develop a set of objective transportation performance measures, known as accessibility measures, to apply to the Portland region. These are to measure accessibility from both transportation and land use actions.

Applicant: Metro

Project Title: TOD Implementation - Phase II, Continuing Program Definition

Category: 2, 3

Summary: This request for a TGM grant is to provide continuing program definition for a TOD Implementation Program. Last year, TGM grant funds were provided for support services and activities for this TOD program. As a direct result of that grant effort and a parallel effort by Metro for other actions, a landmark TOD Program is being forged in the Portland region.

A TOD is more dense development with strong pedestrian connections at a transit station that induces significantly more transit trips than conventional development. This then improves the efficiency of the existing transit system, reduces congestion and improves air quality. As a result of the Metro effort, important national policies were set in place that recognize the value of land use/transit implementation and encourage such *joint development projects* and provide eligibility for capital expenditures. These policies are in the form of letters and legal opinions from FTA headquarters in Washington, D.C. and notice in the Federal Register. In addition, the Region, through JPACT and Metro Council with participation of ODOT, approved \$3 million funding for a Regional Revolving Fund to acquire TOD sites. This program represents the first of its kind in the country under ISTEA.

Applicant: Metro

Project Title: Regional Parking Management Program - Phase II

Category: 1

Summary: Metro is seeking a TGM grant for \$37,250 to develop policies for reducing parking spaces per capita by 10 percent over the next 20 years. The 10 percent reduction is required by the TPR. Strategies to achieve the reduction must be incorporated in the RTP by May 1996 and in local TSPs by May 1997. This grant will be used to refine the reduction strategies developed in the Phase I parking grant and assess where reductions in parking spaces are the most feasible from a political and technical view.

Applicant: Metro

Project Title: Growth Management and Schools

Category: 3

Summary: To understand the implications of school land needs on the Metro Urban Growth Boundary and to improve coordination between school districts, local governments and Metro.

Applicant: Multnomah County

Project Title: Design Standards Revision

Category: 1

Summary: Multnomah County is requesting a Transportation Planning Rule (Category 1) grant to revise the *Street Standards - Code and Rules* document. The project will address system functions classifications, street widths, design speeds, intersection treatments and traffic control, driveway spacing and design, sidewalk provisions, bicycle provisions and traffic calming techniques for arterial, collector and local streets within Multnomah County's jurisdiction.

Applicant: Multnomah County
Project Title: Bikeways Master Plan Update
Category: 1

Summary: Multnomah County is requesting a Transportation Planning Rule (Category 1) grant to update the Bicycle Master Plan. The project will address current conditions and deficiencies of the County bikeway system and further develop a bicycle network as part of the multi-modal transportation policy of Multnomah County. Facility design will be reviewed and updated to be consistent with the State Bicycle and Pedestrian Plan and current AASHTO Bicycle Guidelines. The list of bikeway improvements required to complete the network will be revised based on current roadway responsibilities. The Bikeway Plan Map for Multnomah County will also be updated based on current roadway responsibilities.

The Bicycle Master Plan Update will fulfill TPR requirements. Following adoption of the Bicycle Master Plan, the Comprehensive Framework Plan will be amended to reflect the revised policies, implementation strategies and map from the Bicycle Master Plan.

Applicant: Multnomah County
Project Title: UGM Grant Project for Rockwood Water PUD et al
Category: 3

Summary: This proposal is to develop a water urban services and cooperative agreement in East Multnomah County between applicant and the Cities of Fairview, Gresham, Troutdale and Wood Village, and Powell Valley Road Water District. This product will be a model for all multiple jurisdictional cooperative agreements and will prepare the several jurisdictions for eventual adoption of the urban services and cooperative agreements.

Applicant: North Plains, Metro
Project Title: North Plains/Metro Neighboring City Study
Category: 3

Summary: To understand how growth management of two urban growth boundaries (North Plains and Metro) can be coordinated with these entities as well as Washington County to minimize the negative impacts of future growth.

Applicant: Port of Portland
Project Title: PDX Transportation Management Association Feasibility Assessment and Implementation Plan
Category: 1

Summary: This project will assess the value of forming a transportation management association (TMA) at the Portland International Airport (PDX) as an effective tool for managing travel demand. The work effort will develop a work plan to form and operate a TMA, and develop a recommendation on the formation of a TMA.

The airport appears to have a number of qualities that contribute to a successful/TMA) a large employment center, b) a concentrated geographical area, c) limited and managed parking, and d) mandate to reduce employee trips.

Applicant: Tri-Met

Project Title: Primary Transit Network/Phase II

Category: 1

Summary: The Primary Transit Network (PTN) is the transit component of the Regional Transportation Plan. The PTN consists of bus and rail transit services with 15 minute or better all day service by 2015. The PTN is designed to support the intensification of regional centers, town centers, station communities and corridors as designated in the Region 2040 Growth Concept. A draft PTN was developed in Phase I under a TGM grant.

In Phase II the draft transit network will be refined as part of the update of the Regional Transportation Plan. Major tasks in Phase II include: (a) evaluation of new growth projections using the methodology developed in Phase I; (b) cost effectiveness analysis of PTN using ridership numbers from Metro's models; (c) study of the suburban vs. Urban equity issue; and (d) ongoing refinement of preferred and constrained transit networks. As in Phase I the PTN will be developed under the guidance of the RTP Transit Work Team.

Applicant: Washington County

Project Title: Design Criteria for Park, Recreation, and Open Space Areas in Light Rail Station Area Communities

Category: 1, 3

Summary: Case studies will be made of existing transit-based and transit-oriented communities, and public workshops will be held, for the purpose of creating criteria for the number, shape, size and type of park, recreation, open space and plaza areas within light rail station areas in Washington County's jurisdiction. The criteria will be used to generate a set of design guidelines for application to the existing light rail station areas and to future station areas and transit-oriented communities and developments.

Applicant: Washington County Planning Division

Project Title: Implementation of Narrower Local Street Standards and Neighborhood Traffic Management Techniques

Category: 1, 3

Summary: This project will adopt land use and road standards to implement the recommended road standards for narrower local street widths and traffic management techniques developed through a prior TGM grant entitled "Washington County Local Road Standards Revision". The project will result in land use and road standards that will build upon standards adopted by Ordinance 432 (implements OAR 660-12-055(3)), resulting in standards consistent with the Transportation Planning Rule.

Applicant: Washington County

Project Title: Expedited Development Review Procedures for Light Rail Station Areas

Category: 1, 2, 3

Summary: This project will develop and adopt implementing regulations for expedited development review procedures for development actions in the light rail station areas within unincorporated Washington County. The development and adoption of these implementing regulations will be done in conjunction with the work the County is doing to develop land use and transportation systems plans and development/design concepts for the station areas.

Applicant: Washington County/Metro

Project Title: Cedar Mill Town Center Plan

Category: 2, 3

Summary: Cedar Mill Town Center Plan will provide a detailed development concept for the Town Center area on Cornell Road. This project will also develop a program to carry out the development concept.

Applicant: Washington County

Project Title: Pedestrian Plan

Category: 1

Summary: The purpose of this project is to update the pedestrian element of the 1988 Washington County Transportation Plan resulting in a comprehensive Countywide Pedestrian Plan. Included in this Plan will be pedestrian facilities associated with County roadways within incorporated areas of the County and State highways. This Plan, upon completion, will become an element of the County's Transportation Plan Update. Design standards to implement portions of the Plan will be adopted. The Pedestrian Plan will include policies, implementing strategies and specific improvement recommendations consistent with the Transportation Planning Rule, Regional Transportation Planning and Station Area Plans.

Applicant: Washington County DLUT

Project Title: Neighborhood Commercial Implementation Plan

Category: 1, 2

Summary: The purpose of the proposed project is to build on a previous Neighborhood Commercial TGM grant and make applicable Comprehensive Framework Plan, Community Plan and Community Development Code changes to implement strategies identified in the 94-95 Neighborhood Commercial TGM Grant.

Applicant: Washington County DLUT

Project Title: Parking Standards for Light Rail Station Area

Category: 1, 2

Summary: Make applicable Community Plan and Community Development Code changes to implement parking strategies in light rail station areas in urban unincorporated Washington County.

Applicant: Washington County DLUT

Project Title: Consideration of New Landscaping Standards in Transit Corridors and Station Areas

Category: 2, 3

Summary: The intent of this project is to evaluate the effect of Washington County's present landscaping requirements on the ability of developers to achieve transit-supportive densities, and to prepare new standards for the amount, location and design of landscaping on development sites in transit corridors and station areas that will allow for the achievement of increasing densities.

Applicant: Washington County DLUT

Project Title: Implementation of HB 3133

Category: 2, 3

Summary: The purpose of this project is to prepare an ordinance that would implement HB 3133 (which allows a property tax abatement for transit-supportive, multiple-unit housing and mixed use projects) through a public process involving interested and affected jurisdictions and citizens. This process would address a number of issues related to implementation of HB 3133.

Applicant: Washington County DLUT

Project Title: Urban Collector System Study

Category: 1

Summary: This project will identify and assess a range of urban collector systems and facility characteristics and develop recommendations for modifications to Washington County's urban collector system. The product of this project will help significantly in the update of Washington County and other local jurisdictions transportation plans to be conducted in the near future to comply with the State Transportation Planning Rule.

Applicant: Washington County DLUT
Project Title: SB 122 Public Involvement Work
Category: 3

Summary: The purpose of this project is to conduct the extensive public involvement program to complete the mandates of SB 122. This project would be one in conjunction with a second grant which will conduct the technical work that must be completed to fulfill the requirements of SB 122. ORS 195.085 requires local governments and special districts to enter into urban service agreements no later than the first periodic review that begins after November 4, 1993. This project responds to that mandate and would bring all affected jurisdictions into compliance by July, 1997.

Applicant: Washington County DLUT
Project Title: SB 122 Technical Work
Category: 3

Summary: The purpose of this project is to develop special district coordination and urban service agreements for the portion of Washington County within the Regional Urban Growth Boundary. ORS 195.085 requires local governments and special districts to enter into urban service agreement no later than the first periodic review that begin after November 4, 1993. This project responds to that mandate and would bring all affected jurisdictions in Washington County into compliance at the same time.

Applicant: Tualatin Hills Park & Recreation District, Tualatin Valley Fire & Rescue District, Tualatin Valley Water District, Unified Sewerage Agency
Project Title: Negotiation of Urban Services Agreements for the Special Districts Serving Urban Washington County
Category: 3

Summary: This is a proposal for the development of data and analyses to aid Washington County jurisdictions in negotiating and drafting urban services agreements between the four special districts, Washington County and the cities of Beaverton, Portland and Hillsboro. These agreements will be used as models for the development of urban services agreements with the cities of Tigard, Tualatin, Durham, King City, Sherwood and Wilsonville.

**Transportation Growth Management Program
Metro Recommends ODOT Not Fund These Grant Projects
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.02	Lake Oswego	Transportation System Plan	N	\$ 49,925.50	1
1.10	Portland	Broadway Weidler Corridor Demonstration Development Projects	N	47,000.00	2
1.12	Wilsonville	Transportation-Efficient Land Use	N	75,000.00	2&3
1.13	Wilsonville	Transportation Master Plan Update	N	50,000.00	1
1.14	Wilsonville	Transportation Efficient Visual Design Standards	N	50,000.00	2&3
1.16	Multnomah County	Bikeways Master Plan Update	N	29,600.00	1
1.19	Portland	West Burnside Corridor Study	N	29,000.00	2
1.21	Milwaukie	Riverfront to Springwater Trails Connection Plan	N	17,448.00	1
1.22	Gresham	Downtown Gresham Central Rockwood Parking Master Plan	N	48,000.00	1
1.28	Clackamas County	Clackamas County Transportation System Plan	N	70,000.00	1
1.35	Washington County	Neighborhood Commercial Implementation Plan	N	19,650.00	2
1.37	Washington County	Consideration of New Landscaping Standards in Transit Corridors and Station Areas	N	43,386.00	2
1.39	Gresham	Land Use Alternatives Public Outreach	N	25,025.00	2
1.42	Forest Grove	Transportation System Plan	N	41,175.00	1
1.46	Port of Portland	PDX Transportation Management Association Feasibility Assessment and Implementation Plan	N	41,365.53	1
1.56	Hillsboro	Downtown Hillsboro Station Community Plan (Regional Center) Traffic and Circulation Analysis	N	30,000.00	1

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.62	Metro	Regional Parking Management Program, Phase II	N	\$ 37,243.00	1
1.64	Metro	Accessibility Measures Project	N	47,494.00	1&2
1.68	Metro	TOD Implementation, Phase II -- Continuing Program Definition	N	60,000.00	2&3
1.78	Washington County	Parking Standards for Light Rail Station Area	N	22,305.00	1&2

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING FOR) RESOLUTION NO. 95-2219
FUNDING FOR THE ODOT/DLCD)
TRANSPORTATION AND GROWTH) Introduced by Mike Burton,
MANAGEMENT GRANT PROGRAM) Executive Officer

WHEREAS, The Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR) on April 26, 1991; and

WHEREAS, The TPR, in part, directs urban areas to develop balanced, multi-modal transportation system plans, and in the Portland metropolitan area, to consider land use alternatives in order to better coordinate the provision of transportation services and reduce reliance on single occupant vehicles; and

WHEREAS, The 1995 Oregon Legislature approved funding of a joint Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) Transportation and Growth Management Program (TGM) to assist local jurisdictions and metropolitan areas implement the TPR; and

WHEREAS, The TGM Program includes three categories and totals \$2,124,000 for ODOT Region 1, which includes the Metro area; and

WHEREAS, The TGM Program requires A Metro funding recommendation for Category 1 projects to implement the TPR and for Category 2 projects to evaluate land use alternatives; and

WHEREAS, Category 1 and 2 Grants generally total up to \$1,626,900 for ODOT Region 1; and

WHEREAS, Metro has consulted with ODOT and DLCD in the development of the TGM Program and in the review of project proposals; now, therefore,

BE IT RESOLVED, That

(1) within the targeted amount of TGM funds for the Metro area, the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro

Council recommends for funding under the ODOT/DLCD TGM Program of those projects within the Metro boundary or those associated with Metro area planning activities as shown in Exhibit A to this resolution, and

(2) That JPACT, MPAC and the Metro Council recommend that as ODOT and DLCD finalize a state wide TGM program, those projects shown in Exhibit B to this resolution also be considered for funding.

ADOPTED by the Metro Council this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MW/erb
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09/20/95

**Transportation Growth Management Program
Grant Application Summary
Preliminary Funding Decisions
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.03	Portland	Pedestrian Plan Project Development	Y	\$ 20,000.00	1
1.04	Portland	Model Bicycle and Walk to School Plan	Y	35,000.00	1
1.09	Portland	TPR Parking Plan Phase II	Y	13,459.50	1
1.15	Multnomah County	Design Standards Revision	Y	47,000.00	1
1.17	Portland	Lents Town Center: Strategy for Transition	Y	50,000.00	2&3
1.20	Milwaukie	Lake Road Multi-modal Connection Plan	Y	15,700.00	1
1.27	Clackamas County	Damascus Urban Reserve Study, Phase II	Y	60,000.00	1&2
1.29	Clackamas County	Local Streets Traffic Calming and Skinny Standards for Clackamas County	Y	50,000.00	1
1.30	Clackamas County	TPR Design Guidelines	Y	48,310.00	1
1.31	Beaverton	Property Redevelopment Alternatives for Beaverton's Automobile-Dependent Downtown	Y	72,150.00	2&3
1.32	Beaverton	Transportation System Plan Update	Y	49,000.00	1
1.40	Troutdale	257th Avenue Enhancement Study	Y	36,500.00	1&2
1.43	Milwaukie	Regional Center Management Plan	Y	119,797.00	1/2/3
1.48	Gresham	Gresham Transportation System Plan	Y	100,000.00	1
1.49	Beaverton	South Tektronix Neighborhood Plan	Y	75,000.00	2&3
1.50	Tri-Met	Primary Transit Network, Phase II	Y	41,000.00	1

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.55	Happy Valley	Happy Valley Transportation System Plan	Y	\$ 40,000.00	1
1.58	Hillsboro	Tanasbourne/Amberglen Town Center Plan	Y	50,000.00	2&3
1.59	Hillsboro	Hillsboro Transportation System Plan	Y	50,000.00	1
1.61	Metro	Bicycle Use Forecasting Improvements	Y	50,000.00	1
1.63	Metro	Regional Street Design Study	Y	94,846.00	1
1.65	North Plains/Metro	North Plains/Metro Neighboring City Study	Y	69,776.00	2&3
1.67	Metro	Shared Parking Project	Y	50,000.00	1&2
1.69	West Linn	Transportation System Plan	Y	49,587.00	1
1.70	Cornelius	Cornelius Main Street District Plan	Y	142,205.00	1&2
1.72	Washington County	Expedited Development Review Procedures for Light Rail Station Areas	Y	23,555.00	2&3
1.75	Washington County	Pedestrian Plan	Y	50,000.00	1
1.79	Troutdale	Troutdale Town Center	Y	68,950.00	1/2/3

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.

**Transportation Growth Management Program
Metro Recommends ODOT Fund, If Additional Funds Are Available
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.05	Portland	West Portland Town Center	*	\$50,000.00	1&2
1.06	Portland	2040 Centers Transportation Descriptors and Alternative Mode Planning	*	50,000.00	1
1.12	Wilsonville	Transportation-Efficient Land Use	*	75,000.00	2&3
1.18	Portland	Gateway Regional Center Vision & Strategy	*	50,000.00	2&3
1.41	Oregon City	Regional Center Management Plan	*	94,092.22	1/2/3
1.60	Hillsboro	Mainstreets/Neighborhood Commercial Implementation Program	*	35,000.00	2&3
1.74	Washington County	Cedar Mill Town Center Plan	*	59,234.00	2&3
1.76	Washington County	Implementation of Narrower Local Street Standards and Neighborhood Traffic Management Techniques	*	17,840.00	1
1.77	Washington County	Urban Collector System Study	*	49,317.00	1

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.



METRO

Date: October 9, 1995

To: JPACT

From: *X* Andrew C. Cotugno, Transportation Director

Re: Early Implementation of 2040

The Metro Council and MPAC are considering actions that can be implemented to accelerate the phase-in of the Region 2040 Growth Concept in order to reduce or eliminate the need for an Urban Growth Boundary expansion. Without these actions, HB 2709 would require an expansion of approximately 25,000 acres. With an assumed 10 year phase-in of 2040, this could be reduced to approximately 7,500 acres. Earlier implementation could reduce this expansion further. Under HB 2709, the need for land in the UGB must be based upon enforceable actions implemented through Metro plans or local comprehensive plans which can reasonably be expected to be market feasible.

MPAC and the Metro Council have requested that JPACT identify similar transportation actions that would accelerate implementation of 2040, in particular, actions to encourage higher density in designated areas or mitigate the effects of higher density. Some possibilities to consider include:

1. Accelerate adoption of the revised policy framework for the Regional Transportation Plan to address:
 - new standards for defining congestion;
 - new road design guidelines, particularly in high density, mixed use areas to ensure designs are compatible with intended land uses;
 - encouragement of new "skinny street" standards, better street connectivity and fewer cul-de-sac streets in residential areas;
 - establishment of modal targets for each 2040 land use type to achieve the VMT per capita reduction requirement and serve as the basis for implementing modal improvements into and within these areas.
2. Accelerate implementation of DEQ's Employee Commute Options (ECO) Program.

3. Follow through on legislative requirement to partially reduce System Development Charges in transit-oriented development areas.
4. Ensure the proposed project list for the Regional Arterial Program is 2040-supportive.
5. Request Tri-Met to define key transit capital and service improvements targeted at high density, mixed use areas to be the basis for their ballot measure to be considered in 1996.
6. Work with MPAC and DEQ to define changes to parking standards which help reduce VMT per capita and parking spaces per capita (as required by the Transportation Planning Rule), help reduce land consumption and increase densities and help meet and maintain federal air quality standards.
7. Complete the Westside Transit Station Area Planning and adopt implementing ordinances.
8. Continue pursuing actions to encourage and provide incentives for transit-oriented development.
9. Initiate the Congestion Pricing Study.
10. Accelerate study of implementing the Tualatin Expressway as a toll facility.

Attached for your information is the draft proposal now under development by MPAC, focusing primarily on land use-related actions.


ACC:lmk

Attachment

CC: Mike Burton
Metro Council

METRO

To: Mayor McRobert, Chair, MPAC, Committee members and interested persons

From: John Fregonese, Director, Growth Management Services 

Date: October 9, 1995

Subject: Interim Measures - MTAC recommendations

----- FAXED -----

As the Chair of the Metro Technical Advisory Committee (MTAC), I wish to convey committee recommendations concerning Interim Measures. MTAC has met in three meetings during the past month and recommends to the Metro Policy Advisory Committee the enclosed Interim Measures for region-wide action, although the guidelines for Measures 2 and 3 will need further review and coordination with local governments and other interests. In addition, MTAC recommends that local jurisdictions consider other local actions which would further the goals of the Metro 2040 Growth Concept.

I also recommend that we will still need to consider ways of supporting whatever the final recommendations are. We may need to consider a "road show" for supporting elected officials as they consider adoption of measures and during contested hearings. Participants could include representatives from local governments, Metro, the Homebuilders, 1,000 Friends of Oregon, etc. It will be important that if these disparate interests can agree on basic principles such as those enclosed, that the public debate should note this concord.

I would be happy to discuss these recommendations with you at your October 11, MPAC meeting.

Thank you.

c: Mike Burton, Executive Officer, Councilor Susan McLain, Growth Management Committee

DRAFT INTERIM MEASURES

Overarching Regional Measures

These overarching measures, if adopted by the Metro Council after review and participation by local jurisdictions, would become the elements of a Metro functional plan for urban growth management. Metro staff will be recommending that the functional plan be considered by the Metro Council with a goal of adoption by Spring, 1996. If the Metro Council does adopt an urban growth functional plan, it would also be recommended that cities and counties would need to show compliance with the Overarching Regional Measures within 18 months of Metro Council adoption, approximately Fall, 1997.

After adoption of an Urban Growth Functional Plan, and in the event that a city or county believes that compliance with one or more of the region-wide measures is not feasible, they may ask for a mediated settlement. Metro and the local jurisdiction would use a jointly selected third party to intervene in the conflict. Should efforts to mediate differences between the Metro function plan and local considerations not resolve compliance issues, the local jurisdiction may bring the issue to the Metro Policy Advisory Committee (MPAC) for review and recommendations. After MPAC consideration, the matter would be considered by and acted on by the Metro Council. (As provided in the RUGGO Objective 5.3 "Functional Plan Implementation and Conflict Resolution")

The following measures are recommended for region-wide adoption:

Measure 1. Change zoning maps to implement the Metro Growth Concept.

Expected Outcome - The Metro 2040 Growth Concept is implemented by ensuring local zoning will accommodate the jurisdiction's portion of the regional growth capacity.

Performance Standard - that the overall total population and employment targets for the jurisdiction or the jurisdiction's planning area from the Metro 2015 Growth Forecast are permitted or will be permitted at densities and locations likely to be achieved, following the Metro 2040 Growth Concept..

Guidelines - A city or county may demonstrate conformance with the performance standard above or show that zoning for all lands within the jurisdiction or the jurisdiction's planning area are consistent with the Metro 2040 Analysis Map. Local work should include review of development code standards to ensure that stated densities can actually be built. Examination of street and alley standards, setbacks,

landscaping requirements, lot coverage and other standards which could reduce the otherwise permitted density or floor area ratio should be completed.

Measure 2. Change zoning text to provide for mixed-uses and compact urban designs in station areas, regional and town centers, mainstreets and corridors.

Expected Outcome - Centers, mainstreets, station areas and corridors will accommodate their expected portion of growth in a manner consistent with the mixed use center designs of the Metro 2040 Growth Concept. Development and redevelopment in the region will be much more compact and pedestrian and transit friendly. These features would encourage continuation of: the protection of agricultural lands outside the urban growth boundary, a strengthened sense of community, reduced vehicle miles traveled and lessened air and water pollution.

Performance Standard - Cities and counties shall demonstrate that the regulations affecting development and redevelopment within their jurisdictions' station areas, regional and town centers, mainstreets and corridors will meet employment and household targets for these design types within their jurisdiction and will be designed to be compact, mixed-use urban designs that are pedestrian and transit friendly.

Guidelines - Cities and counties may:

a) demonstrate that the growth capacity and transportation performance is equal to or greater than the Metro 2040 Analysis Map and 2015 Growth Forecast for household and employment, or

b) demonstrate the following:

Mixed use

- allow mixed uses in station areas, regional and town centers, mainstreets and corridors;

Allowed uses

In regional and town centers, station areas (or those planned and for which funding is identified), corridors (continuous or nodal as described in the Metro 2040 Growth Concept) and mainstreets:

- allow residential, retail and service uses, restaurants, medical professional offices, clinics, neighborhood civic and institutional uses, indoor recreational and entertainment uses;
- permit multiple uses on one property;
- prohibit storage as main use, vehicle sales or service uses, outdoor commercial

recreational uses, outside storage; (except in corridors where such uses may be allowed)

- implement the design features of the Transportation Planning rule.

Densities/Use Intensity

In regional and town centers, existing station areas (or those planned and for which funding is identified), corridors and mainstreets, developments should:

- have a minimum residential density of 15 units acre;
- increase maximum density to 45 units acre;
- have a minimum Floor Area Ratio of 0.5 new office and civic/institutional uses;
- have a minimum Floor Area Ratio of 0.4 for all other permitted uses and combinations of any permitted uses;
- ensure that minimum density requirements may be applied to the sum of contiguous lots that are part of the same development project
- allow for density transfer to preserve open space
- establish a minimum density for redeveloping sites as the existing density of current use (on larger sites, where a masterplan for the entire site achieving minimum densities is approved, development may proceed in phases).

Parking*

- remove or reduce minimum requirements (see Gresham requirements);
- require no more than 2.9 to 3.5 spaces per 1000 square feet (adjust for building size) or less for retail uses;
- require no more than 2.5 spaces per 1000 square feet or less for office uses;
- require no more than 1.5 or less for centers, mainstreets and station areas or less for residential uses.
- establish public parking facilities
- allow shared parking reductions
- link reduced standards to FAR - higher density enables lower standard
- limit private, offstreet surface parking to a maximum of 150% of the minimum.
(Excepting public parking and/or structure parking)
- require masterplans which indicate how the site could further reduce parking spaces over time, replacing parking spaces for additional building space, should demand for parking spaces decrease or not be evident.

* This section will need additional consideration. It could be revised to consider a region-wide lowering of minimum parking standards and a DEQ voluntary maximum as an alternative to the above.

3. Protect, restore and enhance natural resources and water quality.

Expected Outcome - That development within urban areas will retain critical elements of the natural landscape, especially stream corridors and wetlands, so that existing and new residents will continue to enjoy this aspect of our region's existing quality of life.

Performance Standard - Demonstrate that the continuation of the natural system of existing stream corridors and wetlands that are included in the Metro map of environmental constraints lands will be protected in their natural state to the extent practicable.

Guidelines - Possible measures may include protection of stream corridors and wetlands by:

- Allowing generous on-site density transfers to obtain urban densities while maintaining wetlands, floodplains, steep slopes, stream riparian areas and maximizing the zoning potential of the property by building on the remaining parts of the site.
- Requiring and implementing best management practices (BMPs) to treat stormwater before discharging to natural waterbodies as a condition for receiving building permits for residential, commercial and industrial developments.
- Requiring all transportation projects that result in a significant increase in impervious surfaces to address and eliminate where possible, mitigate where elimination is not possible, nonpoint pollution runoff to streams and wetlands (other than wetlands created for this purpose). All significant transportation projects which are adjacent to streams, wetlands, or other water bodies should be required to incorporate the use of appropriate passive treatment systems to reduce, to the maximum extent practicable, the conveyance of suspended sediments, oils, heavy metals and other pollutants to nearby water bodies.
- directing Metro to address all state-wide goals, especially state Goal 5 compliance, for stream corridors and identified wetlands of regional significance.

Measure 4. Implement the rural reserve and green corridors

Expected Outcome - Separation of neighboring communities, such as Sandy, Canby and North Plains from the Metro urban growth boundary will be achieved. This is expected to enhance the sense of community for both the Metro area as well as neighboring cities and ensure that while growth is accommodated, that there is not limitless expanse of urban development.

Performance Standard - Adoption of intergovernmental agreements.

Guidelines - To the extent possible, Oregon cities outside the Metro urban growth boundary could choose to enter into agreements with their county, ODOT, Metro and other affected agencies to designate common rural reserves between the Metro urban growth boundary and the neighbor city urban growth boundary as well as designate common locations for green corridors along state highways.

**METRO**

Date: October 10, 1995

To: Metro Policy Advisory Committee (MPAC) Members
Metro Technical Advisory Committee (MTAC) Members

From: John Fregonese, Director
Growth Management Services

Regarding: ***Parking Measures***

MTAC formed an ad hoc subcommittee on parking. Metro, DEQ and Gresham met and discussed the following parking measures for consideration for early implementation of 2040.

Outline for overarching measure on off-street parking:

Expected Outcome:

1. Ability to achieve Growth Concept density in centers, corridors, station areas, main streets and other design types in the Metro area. Excessive off-street parking requirements are one of the barriers to the implementation of Growth Concept. Local codes could require less parking, but could not require more. Local governments could permit more parking.
2. Coordination and implementation of DEQ voluntary parking reduction program, resulting in an air quality benefit to the region.
3. Compliance with the parking reduction requirements of the Transportation Planning Rule, which requires a 10 percent reduction in parking per capita.

Proposed Program:

1. Metro adopts a regional off-street parking standard based on a two-zone system (central city and the rest of the region). This system would limit how much off-street parking is required as a minimum. The standard would be based on meeting 90 percent of average peak demand on-site. A proposed list of parking requirements is attached.

Guidelines for parking programs would be developed that:

- Provide for parking maximums of 125 percent of minimums.
 - Exempt structured parking, carpool parking and paid parking from the maximum.
 - Encourages centers and main streets to eliminate or greatly reduce their off-street parking requirements and institute public parking programs with on-street and public or paid private off-street lots and structures.
2. DEQ will institute a voluntary parking reduction program that would provide incentives for those who build at or below the regional minimum.
- Be exempt from ECO requirements.
 - Receive top priority permit processing.
3. Local governments would be encouraged to offer additional incentives to projects that building parking at or below the regional minimum.


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10/10/95

Attachment

**METRO**

Date: October 5, 1995

To: JPACT

From:  Andrew C. Cotugno, Transportation Director

Re: Unified Work Program Amendment

The attached narrative represents an amendment to the FY 95-96 Unified Work Program (UWP). This amendment is necessary in order that an FTA Pilot Demonstration Project grant can be initiated. The amendment will be followed up with a resolution that accomplishes that at a later time. The proposed action is to incorporate the Framework Plan for Regional Centers and Station Communities work task in the FY 95-96 UWP.

ACC:lmk

Attachment

FTA PILOT DEMONSTRATION PROJECT

Framework Plan for Regional Centers & Station Communities

PROGRAM DESCRIPTION

The purpose of this project is to encourage transit supportive development in light rail corridors by developing coordinated federal, regional, and local policies and plans.

RELATED TO PREVIOUS WORK

Metro is required to develop a Regional Framework Plan (RFP) to guide and facilitate the implementation of the adopted 2040 Growth Concept and RUGGOS at the local level. This project develops land use elements of the RFP related to regional centers and station communities.

OBJECTIVES

1. Develop under the guidance of MPAC/MTAC a framework plan which establishes a package of development incentives and standards to facilitate transit supportive, pedestrian oriented development in regional light rail corridors.
2. Prepare for local adoption up to two specific development plans for regional centers in the South/North corridor.
3. Develop in conjunction with FTA a set of land use policies which require transit supportive land use commitments as conditions for approving new rail starts.
4. Strengthen the partnership at federal, state, regional and local levels in support of transit supportive land use commitments in the regional rail corridors.

PRODUCT

Integrated package of FTA policies, Regional Framework Plan elements, and up to two specific development plans which guide and facilitate transit supportive development in light rail corridors.

EXPENDITURES

	<u>Amount</u>	<u>FTE</u>
Total	<u>\$312,500</u>	

REVENUES

	<u>Amount</u>
FTA Section 5314(A) (TBD-Metro, Tri-Met, local jurisdictions)	\$250,000
Total	<u>62,500</u>
	\$312,500

FTA Pilot Demonstration Project Framework Plan for Regional Centers and Station Communities

Project Description and Summary

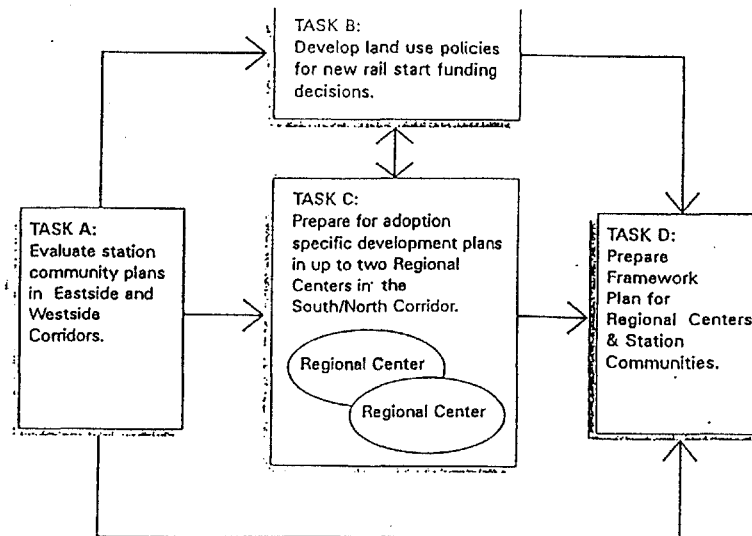
The essential purpose of this FTA Pilot Demonstration Project is to develop a plan to implement transit supportive development along light rail corridors in the Portland metropolitan area. The result of the project includes major commitments to transit supportive land use and development in all light rail corridors including:

- a legally binding regional land use framework plan for development in all regional centers and light rail station communities as designated in Metro's Adopted 2040 Growth Concept.
- a set of FTA policies land use policies to be used in funding decisions for new rail starts.
- up to two local plans for implementing transit supportive development in regional centers or station communities (to be selected). Both plans will be targeted in station areas served by the planned South/North LRT line.

Building on Portland's success in integrating land use and transportation planning, the demonstration project moves the region ahead by developing plans to implement the Region 2040 vision for growth management. This vision relies heavily on a strategy of encouraging intense mixed used development in LRT corridors.

Each element of the project is developed in an interactive process where work on one product informs the others. The project involves the cooperative efforts of FTA, the State of Oregon, Metro, Tri-Met and seven local jurisdictions (Portland, Gresham, Washington County, Beaverton, Hillsboro, Clackamas County, and Milwaukie).

The project starts in January, 1996 and will be completed with the adoption of the Regional Framework Plan in December, 1997. The FTA budget for the project is \$250,000. Additional resources in addition to the local match would supplement the FTA grant .



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2224 FOR THE PURPOSE OF AMENDING THE FY 95-96 UNIFIED WORK PROGRAM TO INCLUDE DEVELOPMENT OF REGIONAL FRAMEWORK PLAN ELEMENTS FOR TRANSIT-SUPPORTIVE LAND USES IN LIGHT RAIL STATION AREAS AND CORRIDORS

Date: October 9, 1995

Presented by: John Fregonese

BACKGROUND

The Region 2040 Growth Concept, adopted by the Metro Council in December 1994, calls for concentrated growth in centers, in light rail station areas and along transit corridors. This resolution would support the implementation of Region 2040 by allowing for a special grant from the Federal Transit Administration to encourage transit-supportive development along rail corridors and in station communities.

OBJECTIVES

The objectives of this project are to:

- ▶ Develop a framework plan which identifies development incentives and standards to facilitate transit-supportive, pedestrian-oriented projects in light rail corridors and communities;
- ▶ Prepare specific development plans for two sites along the South/North corridor for adoption by the appropriate local governments;
- ▶ Develop with the Federal Transit Administration land use policies to assure a commitment to transit-supportive land uses as a condition of new rail start approvals; and
- ▶ Strengthen the partnership at federal, state, regional and local levels in promotion of transit-supportive land use commitments in light rail corridors and communities.

PRODUCTS

An integrated package of FTA policies and up to two specific development plans which guide and facilitate transit-supportive development in light rail corridors.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2224.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 95-2224
FY 95-96 UNIFIED WORK PROGRAM TO)	
INCLUDE DEVELOPMENT OF REGIONAL)	Introduced by
FRAMEWORK PLAN ELEMENTS FOR)	Rod Monroe, Chair
TRANSIT-SUPPORTIVE LAND USES IN)	JPACT
LIGHT RAIL STATION AREAS AND)	
CORRIDORS)	

WHEREAS, Metro adopted the FY 95-96 Unified Work Program by Resolution No. 95-2102; and

WHEREAS, Metro is required to develop a Regional Framework Plan which will be acknowledged by the state and will guide land use and growth management policies in the Portland metropolitan region; and

WHEREAS, The Metro Council adopted by Resolution No. 94-2040C the Region 2040 Growth Concept to direct long-range planning; and

WHEREAS, The adopted Region 2040 Growth Concept calls for concentrated growth in centers, in light rail station communities and along transit corridors; and

WHEREAS, The development of policies regarding development in light rail corridors for adoption by local jurisdictions will assist the region in achieving the goals of the Growth Concept, and, ultimately, the Regional Framework Plan; now, therefore,

BE IT RESOLVED:

That the FY 1995-96 Unified Work Program is amended as indicated in Exhibit A.

ADOPTED by the Metro Council this ____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

FTA PILOT DEMONSTRATION PROJECT

Framework Plan for Regional Centers & Station Communities

PROGRAM DESCRIPTION

The purpose of this project is to encourage transit supportive development in light rail corridors by developing coordinated federal, regional, and local policies and plans.

RELATED TO PREVIOUS WORK

Metro is required to develop a Regional Framework Plan (RFP) to guide and facilitate the implementation of the adopted 2040 Growth Concept and RUGGOS at the local level. This project develops land use elements of the RFP related to regional centers and station communities.

OBJECTIVES

1. Develop under the guidance of MPAC/MTAC a framework plan which establishes a package of development incentives and standards to facilitate transit supportive, pedestrian oriented development in regional light rail corridors.
2. Prepare for local adoption up to two specific development plans for regional centers in the South/North corridor.
3. Develop in conjunction with FTA a set of land use policies which require transit supportive land use commitments as conditions for approving new rail starts.
4. Strengthen the partnership at federal, state, regional and local levels in support of transit supportive land use commitments in the regional rail corridors.

PRODUCT

Integrated package of FTA policies, Regional Framework Plan elements, and up to two specific development plans which guide and facilitate transit supportive development in light rail corridors.

EXPENDITURES

	<u>Amount</u>	<u>FTE</u>
Total	\$312,500	

REVENUES

	<u>Amount</u>
FTA Section 5314(A) (TBD-Metro, Tri-Met, local jurisdictions)	\$250,000 <u>62,500</u>
Total	\$312,500

FTA Pilot Demonstration Project Framework Plan for Regional Centers and Station Communities

Project Description and Summary

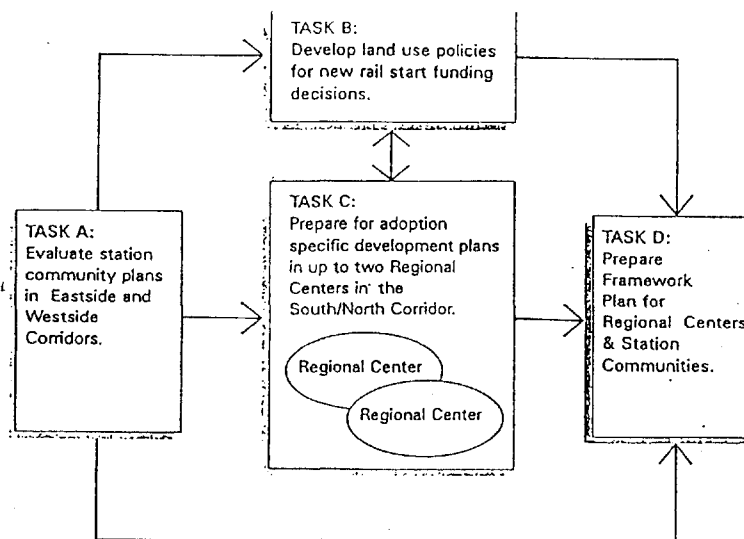
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METRO

- D R A F T -

October 12, 1995

The Honorable John Kitzhaber
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Kitzhaber:

Thank you for your initiative in calling for the meeting at Metro to discuss the proposed Regional Arterial/Bridge Program and its relationship to statewide transportation needs. On behalf of the JPACT Finance Committee, we appreciate your willingness to take the leadership in helping to devise a state transportation finance strategy and integrate it with critical growth management issues facing the state. As you know, the Metro region is pursuing implementation of the Region 2040 Growth Concept, and transportation investments play a key role. It is for this reason that we are now considering a Metro-sponsored regional gas tax and are equally interested in working with you to address statewide transportation needs.

It has been longstanding regional policy to address our transportation needs through a multi-faceted approach. The first was our success at funding the South/North LRT project through voter support and the commitment from the Special Session of the Oregon Legislature in August 1995. Your role in securing this commitment was particularly important. The second is the proposed Regional Arterial Fund to address critical capital improvements to major streets for the movement of autos, bikes, pedestrians, freight and buses, tentatively scheduled for a May 1996 vote. The third is the need for a state funding measure to fund critical ODOT improvements to the region's major freeways and highways. The final component is an anticipated voter referral to fund expanded transit service. We have identified a tentative schedule for this issue of fall 1996. It is apparent to us that success on all of these fronts is critical. It is also apparent to us that it is important for the Metro region to meet a substantial portion of our needs through our own efforts. We cannot rely on the state to solve all of our transportation funding problems.

The Honorable John Kitzhaber

October 12, 1995

Page 2

We are now in the midst of developing a specific proposal for the Regional Arterial Fund. We have identified a set of transportation projects to serve as the basis of the measure and are scheduled to solicit input from key stakeholder groups on these priorities over the next two months. Towards this end, we are now scheduling meetings with business, neighborhood and special interest groups, concluding with a series of six public hearings in early December. Proceeding with this activity is critically important if we are to continue consideration of a ballot measure date of May 1996. If we are to maintain this schedule, we must have the proposal finalized in December and the Metro Council must act to refer the measure in January 1996.

It is our understanding that you plan to develop a work plan for coming up with a statewide transportation finance strategy also by December 1995. We stand ready to assist you in any way possible in developing this strategy. As part of this, we would be glad to expand our current outreach effort to include a discussion of statewide needs (including needs in the Metro region) and can include ODOT and/or OTC participation in these meetings. In addition, we can reconvene the same statewide groups that helped with the South/North LRT bill during the regular and special Legislative session. In particular, the Oregon Transportation Finance Coalition has demonstrated their commitment to addressing statewide transportation needs. This type of proactive bi-partisan effort would allow these vested participants to help build a coalition required to pass a meaningful statewide transportation finance measure during the next session of the Legislature.

In conclusion, we are available to assist you in your efforts to develop a statewide transportation funding strategy and would like your feedback on whether to continue our outreach efforts between now and early December. We would appreciate hearing from you or your staff by October 18 since we need to finalize public hearing arrangements and public notice.

Sincerely,

Rod Monroe, Chair
JPACT

RM:lmk

CC: JPACT
Henry Hewitt, OTC Chair
Metro Council
Mike Burton, Metro Executive Officer



METRO

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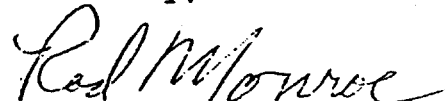
The Honorable John Kitzhaber
October 12, 1995
Page 2

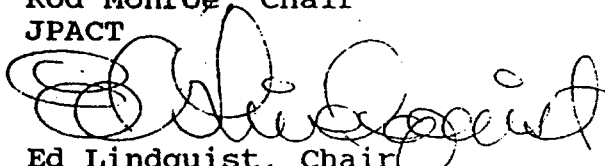
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In conclusion, we are available to assist you in your efforts to develop a statewide transportation funding strategy and will provide you with our recommendations.

Sincerely,


Rod Monroe, Chair
JPACT


Ed Lindquist, Chair
JPACT Finance Committee

RM:lmk

CC: JPACT
Henry Hewitt, OTC Chair
Metro Council
Mike Burton, Metro Executive Officer



METRO

Date: October 10, 1995

To: Metro Policy Advisory Committee (MPAC) Members
Metro Technical Advisory Committee (MTAC) Members

From: John Fregonese, Director
Growth Management Services

Regarding: *Parking Measures*

MTAC formed an ad hoc subcommittee on parking. Metro, DEQ and Gresham met and discussed the following parking measures for consideration for early implementation of 2040.

Outline for overarching measure on off-street parking:

Expected Outcome:

1. Ability to achieve Growth Concept density in centers, corridors, station areas, main streets and other design types in the Metro area. Excessive off-street parking requirements are one of the barriers to the implementation of Growth Concept. Local codes could require less parking, but could not require more. Local governments could permit more parking.
2. Coordination and implementation of DEQ voluntary parking reduction program, resulting in an air quality benefit to the region.
3. Compliance with the parking reduction requirements of the Transportation Planning Rule, which requires a 10 percent reduction in parking per capita.

Proposed Program:

1. Metro adopts a regional off-street parking standard based on a two-zone system (central city and the rest of the region). This system would limit how much off-street parking is required as a minimum. The standard would be based on meeting 90 percent of average peak demand on-site. A proposed list of parking requirements is attached.

Guidelines for parking programs would be developed that:

- Provide for parking maximums of 125 percent of minimums.
 - Exempt structured parking, carpool parking and paid parking from the maximum.
 - Encourages centers and main streets to eliminate or greatly reduce their off-street parking requirements and institute public parking programs with on-street and public or paid private off-street lots and structures.
2. DEQ will institute a voluntary parking reduction program that would provide incentives for those who build at or below the regional minimum.
- Be exempt from ECO requirements.
 - Receive top priority permit processing.
3. Local governments would be encouraged to offer additional incentives to projects that building parking at or below the regional minimum.

JF/arb
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10/10/95

Attachment

Parking Ratios
For
DEQ's Voluntary Parking Ratio Program

(parking ratios are based on spaces per 1,000 sqft of gross leasable area unless otherwise stated)

Land Use	DEQ Maximum Parking Ratios ¹			DEQ Maximum Parking Ratios ¹	
	Zone 1	Zone 2	Zone 3	Zone 1	Zone 2
Furniture/Carpet Store	.8	.9	1.0	.8	1.0
Hardware/Paint/Home Improvement	2.7	3.2	3.6	2.7	3.4
Shopping Center	3.3	3.8	4.3	3.3	4.1
Family Restaurant	7.4	8.5	9.6	7.4	9.1
Quality Restaurant	10.0	12.0	13.0	10.0	12.0
Fast Food with Drive Thru (includes without drive thru)	8.1	9.3	10.6	8.1	9.9
Casual Dining ²	12.4	14.4	16.2	12.4	15.3
Supermarket	2.3	2.7	3.0	2.3	2.9
Hospital/Medical/Dental Clinic	Still to be determined			Still to be determined	
Bank with Drive-In	3.4	4.0	4.5	3.4	4.3

Zone 1 is Central City less North Macadam, Central Eastside, Northwest Triangle and Lower Albina.

Zone 2 is Regional and Town Centers, Main Streets, 1/4 mile of Light Rail Station Areas and North Macadam, Central Eastside, Northwest Triangle, Lower Albina.

Zone 3 is the rest of the region within the Air Quality Maintenance Area boundary.

1. Parking ratios reflect a combination of ITE and Portland studies or just Portland peak parking studies when ITE data was not available.
2. New land use category. Casual Dining type restaurants include Chili's, El Toritos, Olive Garden, Red Lobster, Tony Romas.


11 OCT 95 10:59

MEMORANDUM

CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT DEPARTMENT

October 3, 1995

TO: CLACKAMAS COUNTY JPACT MEMBERS AND INTERESTED
PARTIES

FROM:  MAGGIE COLLINS, CITY OF MILWAUKIE

SUBJECT: SUMMARY OF MEETING ON AMENDMENTS TO THE METRO
URBAN GROWTH CONCEPT MAP PROPOSED BY CLACKAMAS
COUNTY

Meeting: Special CTCC/JPACT Meeting, at Gladstone City Hall, September 27, 1995
3:00 p.m.

Attending: Ed Lindquist, JPACT/Clackamas County; Rod Sandoz, Clackamas County
Transportation Planning; Jonathon Block, Gladstone Planning; Rich Carson,
Oregon City Community Development; Bill Brandon, Happy Valley City
Manager; Norm Scott, Clackamas County Long-Range Planning; Craig
Lomnicki, JPACT/Cities of Clackamas County; Dan Fowler, Oregon City
Mayor; Jean Schreiber, Milwaukie City Councilor/MPAC; and Maggie
Collins, Milwaukie Community Development.

Craig Lomnicki thanked the above for coming. The purpose of the meeting was to further discuss the requests for changes to the Metro Urban Growth Concept Map proposed by Clackamas County, and submitted as part of the JPACT packet (see attached). Craig extended apologies that he had not been able to review Attachments C, D and E prior to the JPACT meeting; nevertheless, he felt it was essential to make sure that other affected parties in the North Clackamas area had a chance to comment and understand the County's proposed changes.

The group discussed the practical implications of the County's proposed changes, particularly as they might affect the South/North Study; and especially as the changes might influence future planning and funding of light rail. City representatives pointed out that the local understanding is that light rail should proceed to the Town Center area, but not preclude a viable option to go south towards Oregon City. County representatives pointed out that no light rail option should be represented that hurts functional operation of a light rail system, and that might mean a different terminus than originally conceived.

After vigorous discussion, the people present reviewed the Attachments and made the following conclusions:

Conclusions

Attachment C

- Item #1. The group agreed that deleting the Oak Grove Town Center designation would not have negative effects on overall regional urban form objectives.
- Item #2. The group agreed that Sunnyside Village development designated as an Inner Neighborhood was appropriate and would not have negative effects on overall regional urban form objectives.
- Item #4. The group agreed that a purple circle straddling I-205 was okay for the Clackamas Town Center Regional Center area, but that Clackamas County would work with Happy Valley and Milwaukie in defining the property-specific regional center boundaries within that purple circle.

Attachment D

- Item #128. The group agreed to a different map configuration for Clackamas Regional LRT termini. There should be a solid red line to I-205, and the termini symbol should be located on the west side of the line representing I-205, with a solid red line going south to represent a possible Highway 212-224 terminus. Rich Carson will submit this map change to MPAC.

Attachment E

- Item #118. See Item #128 above.

- Item #119. Delete.

Additional

Oregon City indicated that they wished to have the purple circle that designates Oregon City as a Regional Center shifted slightly northward so that the area of the Clackamette Cove is included within the purple circle. All agreed.

The group also agreed that a corridor designation along 122nd/129th Avenue in Happy Valley was not appropriate due to the steep terrain.

- Item #3, Attachment B: The group agreed that 82nd Drive should be designated as a Corridor.

The meeting adjourned approximately 4:30 p.m.

mc/10/3/95 cec/1/rev,10/9/95

Attachment C

2040 Concept Map
Growth Management Amendments

Clackamas County (also see #15, 16 and 36)

- ✓ 1. Delete the Oak Grove town center.
- ✓ 2. Sunnyside Village should be changed from Outer Neighborhood to Inner Neighborhood.
- ✓ 4. Clackamas Town Center Regional Center should be moved slightly to straddle I-205.

Washington County

- 7. Bethany Town Center moved south.
- 10. Delete Opens space northwest of the Peterkort (Leaving December 8 Map as is) (further refinement should be done at the Analysis Map level when available)

Beaverton

- 12. Town Center at Farmington Road moved east.

Cornelius

- 14. There is a concern that there are not enough Urban Reserve Study Areas shown on the map and that there may be better locations than those now shown.

Damascus Area

- 15. Employment area added along Highway 212 in Damascus Urban Reserve Study Area.

Fairview

- 17. Fairview Town Center added.

Forest Grove

- 19. Forest Grove Town Center moved east.

Gladstone

- 20. The riverfront property in Gladstone downstream from the 99-E bridge, about 1 1/4 miles, is public park and should be so designated on the map.

Gresham

- 22. All Outer neighborhoods in Gresham were changed to Inner Neighborhoods.

Additional TPAC Amendments

2040 Concept Map

Metro Region

- ✓ 125. Amend map to more clearly identify potential LRT lines and stations, including potential additional stations on existing east and west side MAX lines.
- 126. Language between map and RUGGOs should be made consistent with regard to "regional through-routes" vs. "regional throughways." The term "through-routes" has been adopted in the Interim Regional Transportation Plan (RTP).

Portland

- 127. Union Station should be shown as an intermodal facility on the map.

Clackamas

- 128. The Clackamas Regional LRT termini should be located at I-205 (further east from its current location near 82nd Avenue).

RUGGO Text

- 129. Page 36 of the RUGGOs should indicate that pedestrian travel is the preferred travel mode for "short" trips in order to be consistent with the interim RTP.

Attachment E

2040 Concept Map

Additional MTAC Amendments

Clark County/Vancouver

- 109. Adjust station areas in the Vancouver regional center
 - Add station at VA Hospital
 - Add station at 7th Street
 - Add station at 12th Street
 - Move Mill Plain station up to 17th street south of where alignment turns east from CBD
- 110. Make all neighborhood designations within Vancouver city limits Inner Neighborhood design type.
- 111. Add broad band of Rural Reserves beyond the UGA in Clark County, diagonally NW to SE, some distance from UGA/reserve areas
- 112. Delete Town Center at Mill Plain
- 113. Add title indicating location of Battleground

Washington County

- 114. Make Oleson a corridor between SW Hall and Garden Home Rd.

Lake Oswego

- 115. Take off the Main Street designation on Kruse Way, replace with a Corridor. Keep Main Street along Boones Ferry in the Town Center area as shown.

Portland

- 116. Make changes to Columbia South Shore area, as submitted on maps by the City. Including revised open space coverage near 33rd Ave.; delete Open Space and add Industrial Area in same vicinity; replace Open Space with Park for golf course west of I-5; switch a tract from Industrial to Employment Area near 182nd.
- 117. Reflect change to Marine Drive alignment at North Portland Rd., extend Marine Drive to be continuous.

Clackamas County

- 118. Extend LRT from 82nd and Sunnyside to station shown at or beyond I-205.
- ✓ 119. Revision to 82nd Drive between Hwy 224 and Gladstone (corridor, proposed LRT, ?? - talk to Rod Sandoz)

Sandy

- 120. Pull back Rural Reserves west of City to meet their urban reserve coverage.

Attachment B

**2040 Concept Map
Transportation Amendments**

Clackamas County (also see #15, 16 and 36)

3. Revise the 82nd Drive to be shown as a Corridor from I-205 and Hwy 224 to Gladstone city limits

Washington County

5. 221/234th Corridor removed
6. Evergreen/Brookwood Corridor removed.
8. Bethany Corridor relocated to Springville Road.
9. Delete Mainstreets (but not Corridors) on Farmington Road, west of Murray Blvd.
11. Delete Corridors (but not Mainstreets) on Oleson Road. (This is a change to the July 1995 map and leaving the December 8 map as is)

Cornelius

13. The Main street should be shown over the Potential Light Rail alignment along Hwy 8.

Damascus Area

16. Corridor alignment in Damascus Urban Reserve Study area changed from Foster Road to 172nd. (Location not meant to be specific at this time.)

Forest Grove

18. Revise Highway Alignments – Highway 47 Forest Grove, I-5/99W connection, Sunrise Corridor.

Gladstone

21. Removed nodes along proposed LRT alignment at Johnson City and Gladstone.

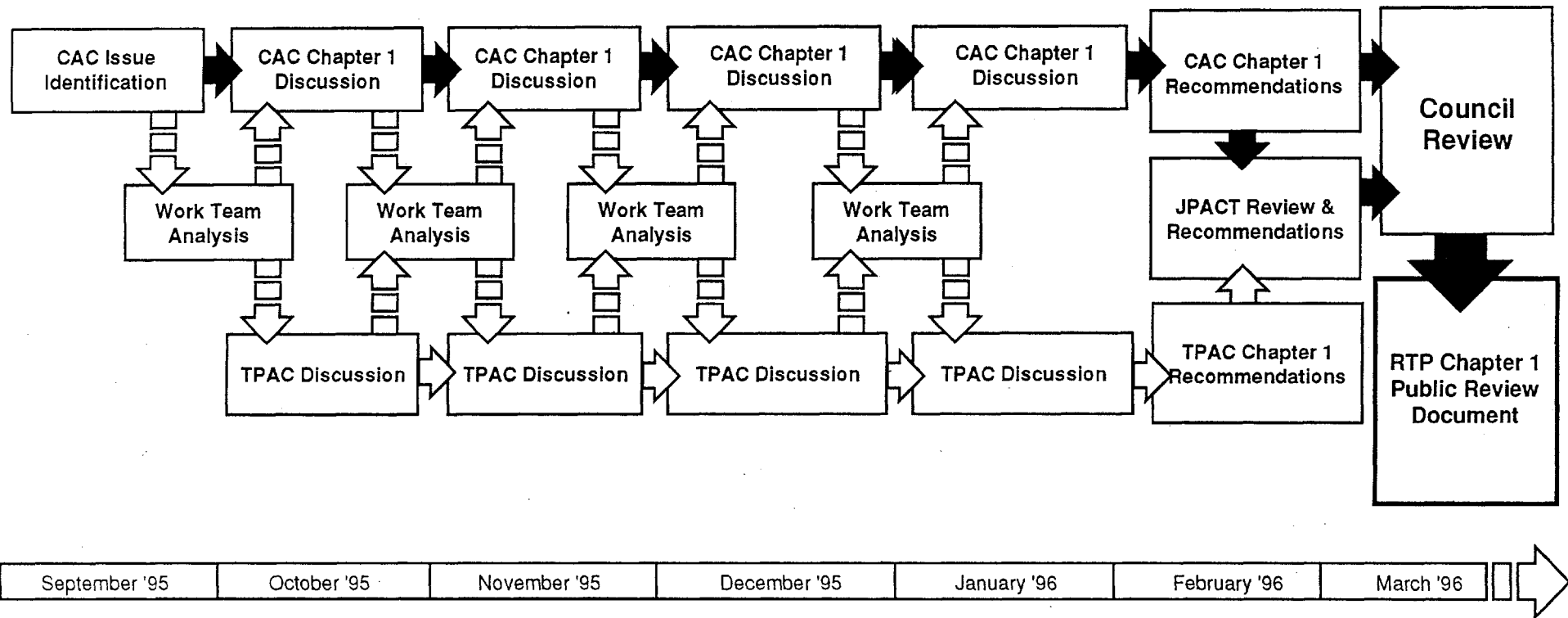
Hillsboro

24. The Light Rail station locations are not correct. Delete the LRT stations at 10th, 18th and 25th Avenues. Add a station at 12th Avenue. Move the Orenco and Elam Young Parkway stations to the west.
28. Delete the Main street on 206th Avenue north of the LRT station. (The Main Street along Cornell Road in this vicinity is under study and could be moved at a later date)
30. Main Street added to Hillsboro Town Center.
31. Evergreen/Brookwood Corridor removed.



METRO

RTP Update Chapter One Review Process



**METRO**

Date: October 26, 1995
To: JPACT Members
From: *MC* Andrew C. Cotugno, Planning Director
Re: JPACT Meetings for Calendar Year 1996

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 1996 in Conference Room 370A-B:

Thursday, 1-11-96, 7:15 a.m.
Thursday, 2-8-96, 7:15 a.m.
Thursday, 3-14-96, 7:15 a.m.
Thursday, 4-11-96, 7:15 a.m.
Thursday, 5-9-96, 7:15 a.m.
Thursday, 6-13-96, 7:15 a.m.
Thursday, 7-11-96, 7:15 a.m.
Thursday, 8-8-96, 7:15 a.m.
Thursday, 9-12-96, 7:15 a.m.
Thursday, 10-10-96, 7:15 a.m.
Thursday, 11-14-96, 7:15 a.m.
Thursday, 12-12-96, 7:15 a.m.

ACC:lmk

COMMITTEE MEETING TITLE

JPACT

DATE

10-12-95

NAME

AFFILIATION

EARL BLUMENAUER

PORTLAND

DON MORISSETTE

METRO

Langdon Marshall

DEQ

J. A. G. Grew

Metro

Rod Monroe

Metro Council

Mike Burkton

metro Exec

BRUCE WARRER

ODOT

TOM WALSH

T/M

Roy Rogers

WASH. County

ROB DRAKE

CITIES OF WASH. CO.

Ed Lewis

Clackamas County

Greg J. Tommish

City of Clackamas Co

Dean Kinghill

RTC

Gerry Smith

WSDOT

Mary Fetsch

TM

Laurie Garrett

TM

Patricia McCreary

Metro

GB ARROWSTON

TRI-MET

David Yaden

Tri-Met

Mary Heggy

WSDOT

Lidwien Rahman

ODOT

Tim Collins

Metro

REBECCA OCKEN

CITY OF GRESHAM

COMMITTEE MEETING TITLE

VPACT

DATE

10-12-95

NAME

AFFILIATION

Carol Helsey

Metro

Gordon Oliver

Oregonian

Mecky Staggard

City of Portland

Susan Lee

Mult.Co.

Kathy Brown

Mult Co.

Pat Collmeyer

NGI

GREG GREEN

DEQ

John Ferguson

Metro

STEVE DOTTERER

CITY OF PORTLAND STAFF

DANE WILLIAMS

ODOT

Kathy Lehtola

Washington County

ROD SANDOZ

CLATSOP COUNTY

BILL BRANDON

CITY OF HAPPY VALLEY

David Lehman

Port of Portland